CHOOSING OUR FUTURE

AN INVITATION TO REVITALIZE GREATER VANCOUVER'S LIVABLE REGION STRATEGY

Greater Vancouver Urban Futures Opinion Survey

Greater Vancouver Regional District
May 1990

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GREATER VANCOUVER URBAN FUTURES OPINION SURVEY 1990

TECHNICAL REPORT

Prepared for

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MAY 1990

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EXECUTIVE SUMMARY

The 1990 Urban Futures Survey of a spatially stratified sample of households in the Greater Vancouver Region is part of the "Choosing Our Future " program of the Greater Vancouver Regional District. The survey revisits the 1973 Vancouver Urban Futures survey carried out as part of the Livable Region Plan. Both surveys deal with urban issues and attitudes, mobility and housing, and demographic characteristics.

The 1990 survey results are reported under the major headings developed for the Choosing Our Future process:

Environment
Community Life
Mobility
Built Environment
Managing Growth
Governance

A. *Environment* issues are now rated as "critical" by respondents. The highest rated are pollution issues which impinge on public health. They are Hazardous Waste Disposal, Water Pollution from Industry, Air Pollution from Industry, Garbage Recycling and Air Pollution from Industry.

Also highly rated are issues concerned with preserving and protecting open space and natural areas. These include Preserving the Natural Environment, Protecting the Fraser River Estuary and Protecting Existing Agricultural Land.

A high proportion of respondents report a willingness to pay additional taxes or fees to deal with environmental improvements.

B. *Community and Family Life* issues are of high importance particularly among women. The most critical issue is Provision of Health Care which has moved up from "somewhat important" in 1973 to "critical" in 1990. Issues which scale as being of "high importance" include housing mobility, crime and honesty, and school curriculum and behaviour problems. Most of these issues are ranked in a similar order of importance in 1990 as they were by respondents in 1973. Exceptions are Provision of Welfare and Visual Pollution, which ranks lower in 1990 than in 1973. Issues of affordable home ownership and rents and substance abuse remain important to respondents.

Attitudes toward neighbourhood diversity suggest that people accept mixed rather than single-purpose zoned neighbourhoods. People also value the variety of stimulation, cultural and shopping opportunities of the city. On these issues scores are higher in 1990 than in 1973.

Immigration is ranked as "somewhat important", much lower than would have been expected from a content analysis of daily and community newspapers.

C. *Mobility* was "very important" in 1973 and remains so in 1990. Respondents are quite divided on the merits of transit versus the automobile. More important, although people may be reluctant to get out of their cars, a majority report that they have made accommodation between place of work and residence and 67% say that "Getting to work is no particular problem for me". Respondents are prepared to pay for additional rapid transit and clearly see alternate modes such as bicycles as important strategies in dealing with mobility problems.

D. *Built Environment.* A set of questions showed that highrises have become a more acceptable housing form. However, repondents are quite split on the issue of building higher densities on the site of current housing rather than penetrating existing open space. An open space plan which includes open space between neighbourhoods is supported.

E. *Managin' Growth.* The calls for limits on the size of Greater Vancouver's population get mixed re ews from the survey. Two statements serve as examples. "Population must be limited even if it means less economic development", and "Plentiful jobs will make the people of Vancouver happier than anything the natural environment can provide". For the latter statement those that disagree favour environment over jobs. In 1973, 54% disagreed and 30% agreed while in 1990 57% disagree while 25% agree. Among the municipalities, higher than average responses are found within Vancouver Centre and Westside on one hand and Langley on the other. This contradicts the core/periphery perspective.

F. *Governance.* A set of statements probed people's attitudes to public and private decisions between community interest and bureaucracy, and public involvement. A conclusion from this set is that people are more trusting of themselves than they are of government and experts. Although this was evident in 1973, there is significantly higher agreement in 1990. In response to the statement "Urban problems are more apparent to experts than to ordinary people", in 1973 56% disagreed and 35% agreed while in 1990 70% disagree and 22% agree.

The 1990 survey provides, in addition, information on gender differences, on geographic variability, and on the implications of age and education on responses.

Gender Differences among respondents is a principal finding of the study. Of the 54 Community and Regional issues, women rate 34 of the issues as more important than do men. On only one issue "Promoting Industry and Commerce" do men score significantly higher than do women. The top ten issues in which women express significantly higher ratings are as follows (in rank order):

Providing Assistance to the Homeless
Affordable Housing
Provision of Welfare
Housing for the Elderly Where They Desire
Air Pollution From Industry
Daycare
Protecting Existing Agricultural Land

Affordable Housing for the First Time Buyer
Earthquake Safety
Open Space Between Neighbourhoods

Geographic Variation. Maps present the variation in response across the Region. The major conclusion is that responses are enormously varied and that the old core/periphery, east/west, city/suburb dichotomies are no longer generalizations that provide unambiguous conclusions.

1973 - 1990 Comparison. Although there are differences in intesity of response, in general the survey reaffirms the principles of the Livable Region Strategy.

In conclusion, the public shows a willingness to act as individuals, groups, and through targeted fees and taxes to maintain and enhace this incredibly livable region.

ACKNOWLEDGEMENTS

The authors would like to express our gratitude to all those who participated in and contributed to the 1990 Greater Vancouver Urban Futures Survey.

A total of 62 people were involved in the interviewing phase of the survey which was completed in a six week period in January and February 1990. While each individual was sent a letter of thanks by the Development Services Committee, the survey team would like to express our gratitude to Peggy Warren, Ross Muirhead, Paul Simmons, Raymond Tomlin, Don McKee, Susan Johnson, Francois Audren, Nancy Bleck, Peter Scott, Sonia Horsman and Helen Popple, each of whom completed 30 or more interviews.

Helen Popple, James Pernu and Sonia Horsman were responsible for entering the coded data.

Helen Popple, Chad Staddon and Dong Ho Shin assisted with the management and administration of the survey and monitored the progress of the interviews.

Alan Torchinsky produced the maps and assisted with programming and data processing tasks for the technical preparation of results.

Barry Robbins, Systems Research Officer for the GVRD, was extremely helpful in providing data and processing services required to prepare the stratified sample.

Three members of the 1973 survey team contributed to the 1990 survey - Dr. John B. Collins, Dr. Warren Gill and Colleen Nystedt.

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INTRODUCTION

In 1973, residents of the GVRD were surveyed about their attutudes toward a range of economic, social, mobility and lifestyle issues. The responses informed the Livable Region Program. Seventeen years later, a team of researchers has revisited the Urban Futures Project and conducted a new survey.

The following technical report presents the results of the 1990 Urban Futures Survey, and is one of a series of studies prepared for the GVRD "Choosing Our Future" program. This is not intended as an interpretive document, but as a compendium of the information that was collected.

The 1990 survey involved a spatially stratified sample of 0.2% of households in the GVRD. 1,053 face-to-face interviews of approximately one hour in duration were conducted in January and February. These interviews were augmented by a telephone survey of 238 respondents to ensure adequate representation of smaller municipalities in the Region. The results are accurate to within ± 3.1 percentage points 19 times out of 20.

The report comprises six main sections:

Section I describes the sampling design, the survey process and the reporting methodology.

Section II provides an overview of responses to 54 Community and Regional Issues.

Section III compares results from the 1973 and 1990 surveys.

Section IV is the main body of the report in which the results are presented under a series of sub-headings which include Environment, Community Life, Mobility, Built Environment, Managing Growth and Governance. The data are broken down to highlight sex, housing, age, education and regional differences.

Section V examines gender differences in the ranking of Community and Regional Issues and identifies differences in mean response to 65 attitudinal statements.

Section VI highlights differences in responses to the Community and Regional Issues according to eight geographic planning areas used by the GVRD.

A series of maps are included in the Appendix which highlight regional variations in response to each of the questions asked in the survey.

I. SURVEY DESIGN

A. SAMPLING DESIGN

The main features of the sample design for the Vancouver Urban Futures opinion survey were established by the survey team with three main principles in mind:

1. The sample should be sufficently representative of the population of the GVRD, and of a sufficient size, to allow for estimation of opinions and attitudes with a small level of error.

2. The sample should allow for the testing of differences in response between sub-regions of the GVRD at as fine a scale as possible.

3. Sampling methodology should be compatible with that used in the 1973 Vancouver Urban Futures survey to allow for accurate estimation of longitudinal differences in attitudes.

This section outlines the method that was used by the survey team to obtain a sample that would satisfy these criteria.

1. Sample Size

The 1973 survey utilized a sampling fraction of .005; that is, 1671 households out of the population of 334,268 were sampled. This allowed for a mean standard error of .012, or confidence interval of ± 2.4% at the 95% significance level. The 1986 census household population of the GVRD was 532,365; a similar .005 sampling fraction implies a sample of 2662, which was far beyond the budget of the 1990 survey. It was decided by the survey team that a sampling fraction of .002, resulting in a sample size of 1065, would be sufficient for most purposes and could be obtained within the available budget. This sample provides a confidence interval of ± 3.1% at the 95% significance level, and allows hypothesis testing of subsample data at a reasonable level of confidence.

In order to decrease the confidence interval for investigating regional differences in response, it was also decided to undertake a telephone survey to bolster the sample size for a subset of questions for which regional comparison was desired. Initially, it was anticipated that 300 telephone surveys would be conducted in the more sparsely populated areas of the region; however, only 238 could be completed. The major reason for this shortfall was that, contrary to the expectations of the survey team, people were much less willing to agree to a 20 minute telephone interview than to an hour-long face-to-face interview. The response rate for the telephone interview was only

about 25% of that for the face-to-face interview, and the number of interviewers was depleted as a result of frustration and, in a few cases, the abuse they had received from potential respondents.

2. Sampling Frame

The fundamental sampling unit for the survey was the household. This allowed for direct comparison with the 1973 data and, more importantly, use of the list of published residential telephone numbers as a reasonable substitute for a target population data base. Correspondence between residential telephones and households is not perfect, as multi-line households, unpublished telephone listings and households lacking telephone service introduce some bias. However, it allows for the efficient and automated development of a satisfactory sampling frame. The 1973 survey sampling frame was developed by randomly selecting residential addresses from city street directories; this method is theoretically sound but extremely labour intensive, and it was decided that the current survey would not replicate it.

The sampling frame was a file of 20,000 randomly selected residential listings, with addresses and telephone numbers, obtained from Dominion Directories (a subsidiary of B.C. Telephone). This file covered the GVRD area as defined through postal Forward Sortation Areas.

The decision to use a sample pool 20 times the size of the intended sample was influenced by the experience of the 1973 survey, which found that response rates varied widely across the region and were in some cases extremely low. It was felt that a pool of 20,000 would be sufficient, as the refusal rate was anticipated to be lowered by reducing the length of the interview to 1 hour from the 3 hours required in 1973.

3. Spatial Stratification

The sampling procedure utilized for the 1990 VUF Opinion Survey was notable for the high degree of spatial stratification employed. This strategy was chosen in order to obtain as representative a sample as possible both at the regional and the sub-regional scales.

A representative sample can be obtained by selecting individuals from the target population randomly, i.e., such that each individual has an equal probability of being selected. Bias is introduced into the sampling procedure if there are individuals in the population with specific characteristics or attributes that make them either more or less likely to be selected in the sample. A major source of bias in any opinion survey is a result of the voluntary nature of respondent participation: potential respondents may be contacted randomly, but repondents' decisions to participate introduce an important element of self-selection in the final sample. There clearly are characteristics which

influence this decision. These may be due to randomly distributed factors, such as personality traits, or may be more systematic, related to socio-economic status, educational level, ethnic background, etc. A stratified sample can be used to minimize the bias introduced by self-selection by first grouping the population into identifiable sub-populations, or strata, and then randomly sampling each strata proportionate to the relative size of the sub-populations.

It is extremely difficult to implement a stratification scheme based on strata defined by socio-economic characteristics, as it first is necessary to identify these characteristics in individuals in the sampling frame. However, in an urban area spatial variation in housing costs, housing types and access to facilities creates a fairly high degree of spatial segregation reflecting differences in socio-economic status, family structure, etc. By dividing the urban area into sub-areas and then sampling each of these sub-areas independently, it is possible to ensure that the aggregate sample will represent all areas of the city in the proper proportion and also will adequately represent the various social groupings that make up the urban population.

Experience in conducting the 1973 VUF survey showed that spatial stratification was extremely effective in assuring the collection of a representative sample. Response rates varied widely, from 1 in 3 in some areas to as poor as 1 in 30 in others. Had the sample been obtained by randomly approaching prospective repondents drawn from the total population, extreme spatial and socio-economic bias would have been introduced by the differences in self-selection rates. The 1990 survey team decided to follow the example of the 1973 survey and to conduct sampling on as fine a level of spatial stratification as possible.

Selection of a Spatial Unit

There are a number of spatial zonation schemes available as stratification schemes. These are: political boundaries, such as those defining muncipalities and electoral districts; 3-digit postal codes (Forward Sortation Areas); and the hierarchy of census units, especially census tracts and enumeration areas. The most convenient from the point of view of creating a sampling frame are Forward Sortation Areas (FSA's); however, they are too large to provide a fine scale of stratification and they do not correspond well with other (planning or political) boundaries. Six-digit postal codes would be useful, but boundaries for these areas are not available in digitized form and demographic data for them also are not available. Political units are much too large for present purposes.

Census units have the advantage of good correspondence with other zonation schemes and allow for direct correlation of survey data with census data. The difficulty with using them for this survey was that a) they are not designed at the most desirable scale, and b) unlike postal FSA's, addresses cannot be directly related to them.

There are 279 census tracts (CT's) covering the GVRD in the 1986 census, and 2040 enumeration areas (EA's). Census tract boundaries are fairly stable across census years, resulting in CT's of widely varying population sizes. Many would require sampling of 10

to 15 households, while others only 1 or 2. CT's with larger populations (resulting in poorer stratification control) occur in areas of highest density and most rapid growth. On the other hand, enumeration areas are redesigned each census year on the basis of population distribution. It was decided that it would provide a much more representative sample to utilize EA's as the basis for stratification.

Construction of Sampling Areas

The spatial stratification design for the 1973 survey established a target sampling probability error of ± 20%. This meant that the population per sample ratio for any sampling area should be within the bounds of .8 to 1.2 times the overall ratio. The sampling areas were based on EA's; the number of EA's covering the GVRD in the 1971 census was 1694, and, given the target sample size of 1671, provided a mean expected sample per EA of very close to 1. This meant that the sampling error target could be accomplished with relatively little adjustment of EA boundaries: over 85% of sampling areas corresponded with EA's.

The 1986 census utilized 2040 EA's to cover the GVRD. For the target sample size of 1065 used in the 1990 survey, a mean expected sample per EA of 0.52 results (although the true figure is somewhat higher as a number of EA's contain no households). It was decided to retain the target sampling probability error of ± 20% used in the 1973 survey; thus, extensive redesign of the EA configuration was required. In order to utilize census data regarding the distribution of households (the base for the survey sample), EA's could not be subdivided. This meant that sampling areas could be constructed only by aggregating EA's.

Aggregation of enumeration areas into sampling areas was accomplished in the following manner:

Each weight

a) :h EA was assigned a sampling we t, which in essence is just the target po tion size of the EA. The weight determines the sample size required for each EA relative to the total sample collected for the region. 1986 census household figures were used for this purpose. One difficulty in this approach is that spatial differences in growth since 1986 are not accounted for, resulting in potential under-representation of suburban municipalities. There is no straightforward manner of adjusting the census figures to take post-census growth into account, and it was felt that this was not a major problem.

population determines

b) An adjacency matrix describing EA contiguity structure was constructed. Input data was a file defining EA polygons in terms of sequentially connected nodes. A program to identify contiguities was designed which searched through the polygon set for all shared edges or nodes.

c) A program was designed to construct sampling areas by aggregating EA's within census tracts. Each census tract was processed independently, so that every sampling area is contained by a single census tract. The rationale behind this approach was threefold:

i) Most larger zonation schemes of substantive interest (such as political units, planning areas, etc.) can be generated by aggregating CT's. Thus, responses from any larger areas can be derived directly by aggregating sampling areas, with no problems of sampling areas overlapping two or more of the larger planning areas.

ii) Census tract boundaries are relatively stable over time, whereas EA boundaries are determined by the current distribution of population. Restricting sampling areas to coincide with CT boundaries ensures longitudinal comparability.

iii) The task of aggregating 2040 EA's into over 600 sampling areas has a significant combinatorial component; the number of potential sampling area configurations is astronomical. Restricting sampling areas to CT boundaries redefines the problem into a sequence of 2779 smaller ones, and so makes the operation more manageable.

The procedure followed by the program is to identify the set of feasible (i.e., internally connected) EA groupings within a given CT. Then, a search is conducted through the set of covering groupings (requiring all EA's to be accounted for) to find the best configuration. The decision mechanism selects the configuration providing the minimum variance from the expected sampling rate (.002, or 1 per 500 households). The procedure is general, so that any sampling rate may be specified; thus, this process can be used by future surveys to replicate the sampling technique while allowing for a difference in sampling rate, size or area.

The program as implemented for this project was capable of handling CT's containing up to approximately 25 EA's. This comprised all but 6 CT's in the GVRD. Over this size, the number of feasible combinations becomes too large for exhaustive search and pre-processing of the feasible groups is utilized.

Description of Sampling Areas

The sampling area construction procedure resulted in 613 sampling areas, with an expected total sample of 1082. This is larger than the target of 1065 because the overall target mean of 500 households per sample could not be reached exactly; the actual mean was 492 households per sample. The distribution of sample areas by households per sample is given below:

Households per Sample	Sampling Error (%)	Number of Sampling Areas
< 350	< -30	17
351 - 400	-30 to -20	35
401 - 450	-20 to -10	142
451 - 500	-10 to 0	400
501 - 550	0 to 10	378
551 - 600	10 to 20	89
> 601	> 20	21

Over 93% of the sample areas came within the target sampling probability error of ± 20% of the overall figure of 500 households per sample. There were a number of sample areas (8) with very small populations; these were in very sparsely populated outlying areas and were dropped from the survey. The final count of sampling areas used was 605, with an expected sample size of 1074. In the process of carrying out the survey, completed questionnaires from 1053 respondents were obtained; the other 21 were missing as a result of time constraints. The final total represents 99% of the initial target, and thus was considered to be a satisfactory result.

Allocation of Sample Pool to Sampling Areas

The last stage in the stratification process was to derive a separate sampling pool of households for each sampling area. To accomplish this, the set of 20,000 randomly selected telephone listings first were assigned to the appropriate enumeration area by using the Statistics Canada Area Master File to connect street addresses to enumeration area polygons. This was done by GVRD staff. It was not possible to identify the appropriate EA location for 3,000 (15%) of the listings. There are a number of possible reasons for this loss of part of the sampling pool. First, errors in the coding of addresses would be responsible for some level of drop-out; this type of error should be randomly distributed and thus not a serious problem. Second, the Area Master File is based on 1986 data, while the telephone listings are current. Thus, some new areas would not appear on the Area Master File resulting in the systematic loss of potential respondents in such areas. Third, it was clear from an investigation into the loss of listings in some outer areas (Langley, Surrey and Delta) that there were street addresses in the telephone listings file that had existed prior to 1986 but were not being picked up by the Area Master File. We inferred from this that the Area Master File may not be complete for all areas of the region.

Once the telephone listings had been identified by enumeration area, they were assigned to the appropriate sampling area and a sampling frame for each sampling area was

generated. For each sampling area the sampling frame consisted of a list of the telephone numbers in that area printed in a randomized order. Interviewers were given these lists and instructed to contact prospective respondents in the order given on the list until they had filled the quota of interviews for each list.

The loss of telephone listings in outer areas was a problem in that some of the sampling frame lists for those areas were quite short. However, the interviewers working in those areas were aware of the importance of finding respondents from the lists, and were very successful in completing the survey from within the initial sampling pool.

4. Description of Sample

The sample derived from the face-to-face interviews appears to be quite representative of the population. The two tables below display the sex and age distribution of respondents in the sample compared to the distribution found in the 1986 census for the area covered by the GVRD. The sample had more men than women, although the difference was not great. The age breakdown shows that the main differences were that the sample had more respondents in the 35 to 44 age cohort than in the population and fewer in the 65 and over age cohort. This could be explained by the greater reluctance of elderly people to undergo an hour-long interview in their homes. Also, it is likely that people in the 35 to 44 age group are most interested in the content of the survey, and so were more willing to be interviewed.

RESPONDENTS' SEX DISTRIBUTION

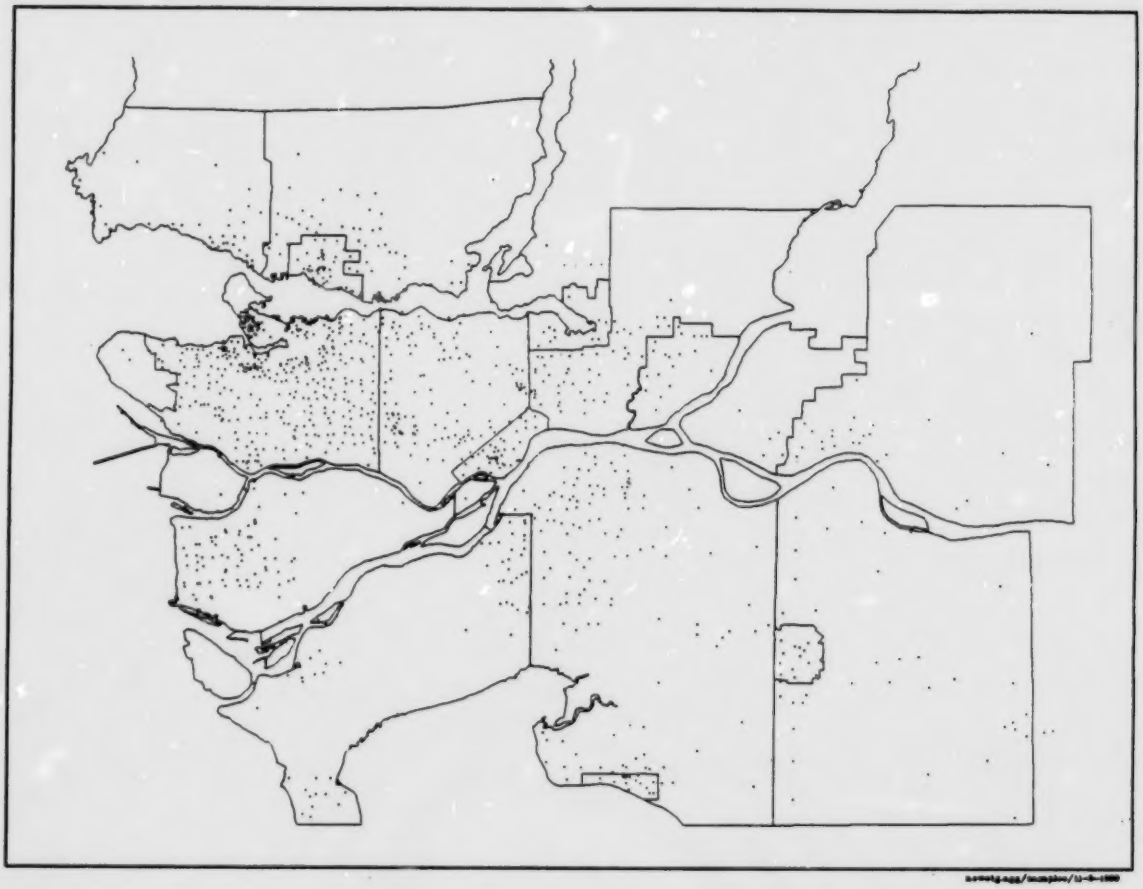
Abbrev.	Category	Number	Percent	Census %
M	Male	563	53.5	48.3
F	Female	490	46.5	51.7
	Total	1053	100.0	100.0

RESPONDENTS' AGE DISTRIBUTION				
Abbrev.	Category	Number	Percent	Census %
18	18 - 24	117	11.1	11.5
25	25 - 34	245	23.3	24.9
35	35 - 44	283	26.9	20.6
45	45 - 54	167	15.9	14.0
55	55 - 64	111	10.5	12.8
65	65 & up	130	12.3	16.1
	Total	1053	100.0	100.0

A regional breakdown of the distribution of housing types in the sample and from the census is given in the following table. The sample is quite representative except for Burnaby and especially New Westminster. As the sample in New Westminster was small, this bias does not affect the overall results to a large extent. It is clear that residents of single-family houses are more interested in the content of the survey, and this was borne out by the experiences of the interviewers in contacting prospective interviewees.

PERCENT OF RESPONDENTS LIVING IN SINGLE-FAMILY DWELLINGS		
	Sample	Census
Vancouver	44.1	37.8
Burnaby	47.5	31.5
New Westminster	70.0	31.3
West Vancouver	70.0	67.8
North Vancouver	54.8	54.6
Richmond	64.1	59.6
Delta	86.5	82.5
Surrey	73.9	69.5
Langley	72.0	75.6
M. Ridge/Pitt M.	83.3	78.5
Coquitlam	70.9	65.2
Total	58.0	51.3

The maps on the five following pages provide information concerning the geographical distribution of the sample. The first map presents the location of respondents, as determined by the spatial stratification methodology. The second map shows the age distribution, the third map presents the distribution of housing type, the fourth map shows the distribution of transit users and the fifth map shows the distribution of respondents' educational level. An explanation of the methodology underlying the production of these maps is given in the Map Appendix.

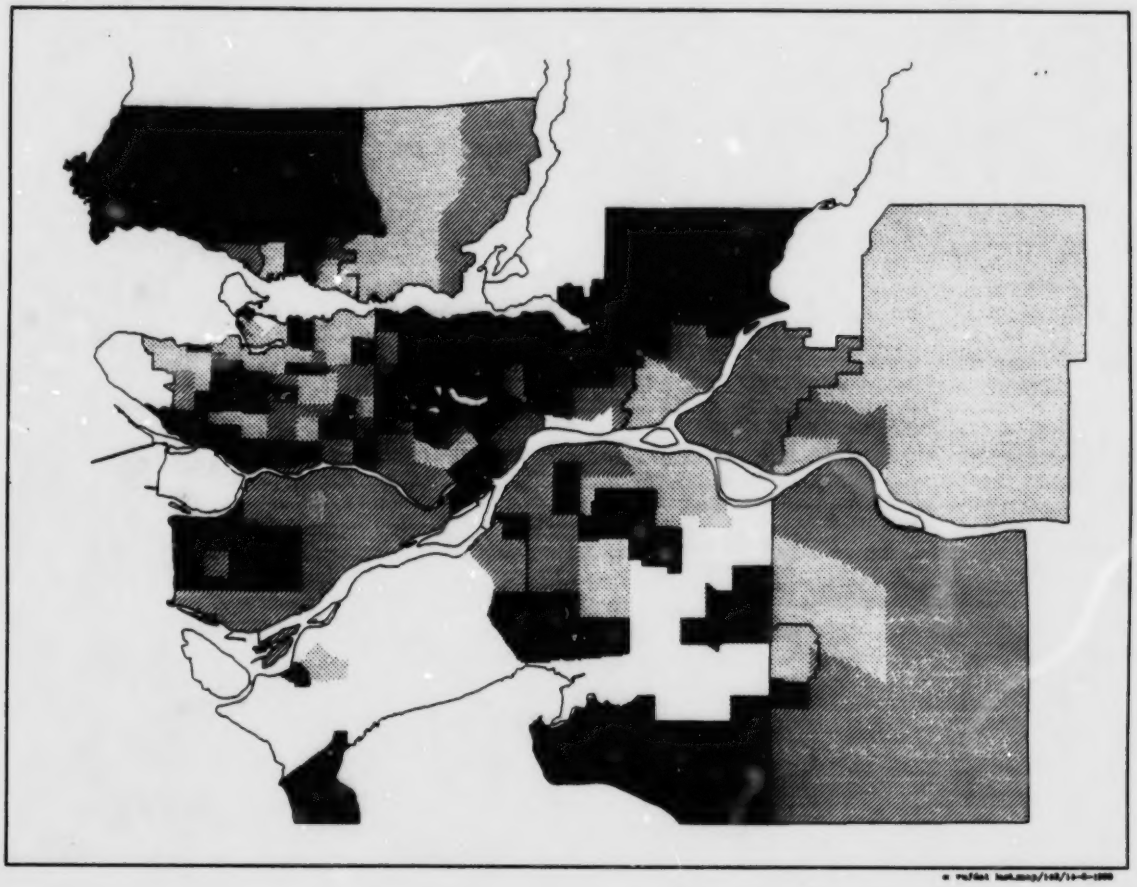


LOCATION OF RESPONDENTS - FACE TO FACE INTERVIEWS

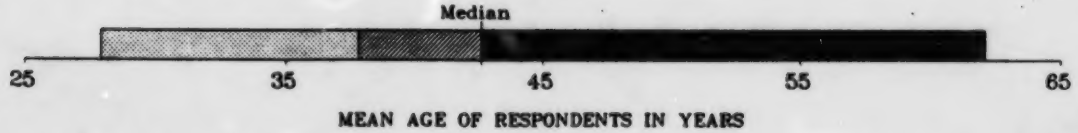
Note: Each dot represents one respondent. The dot is drawn at the centroid of the enumeration area in which the respondent resides.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 143

AGE OF RESPONDENT IN YEARS



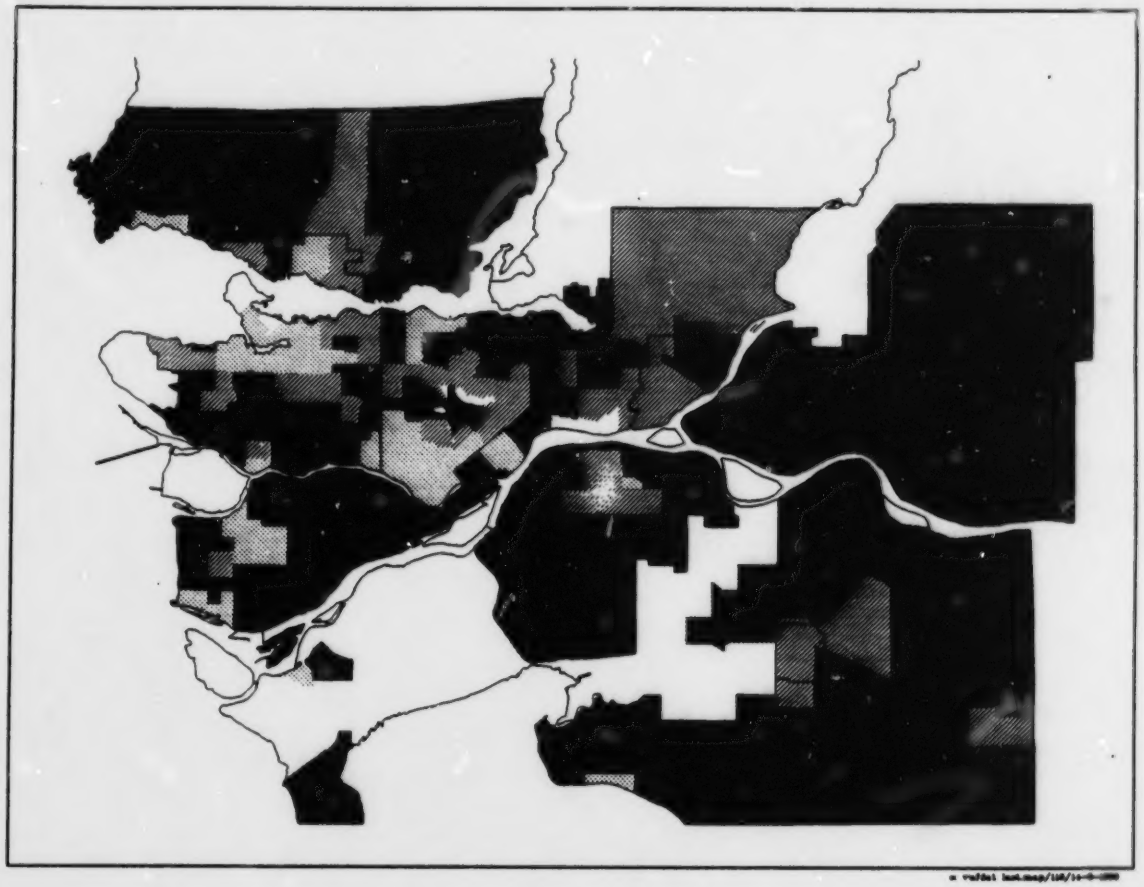
Quartile	Area Mean Age
first	27.92 - 37.83
second	37.84 - 42.60
third	42.61 - 47.60
fourth	47.61 - 62.07



MEAN AGE OF RESPONDENTS IN YEARS

Greater Vancouver Urban Futures Survey 1990 – QUESTION 110

WHAT TYPE OF HOUSING DO YOU LIVE IN?



Quartile	Area Mean Percentage
first	0.00 – 40.00
second	40.01 – 62.50
third	62.51 – 81.82
fourth	81.83 – 100.00

Median

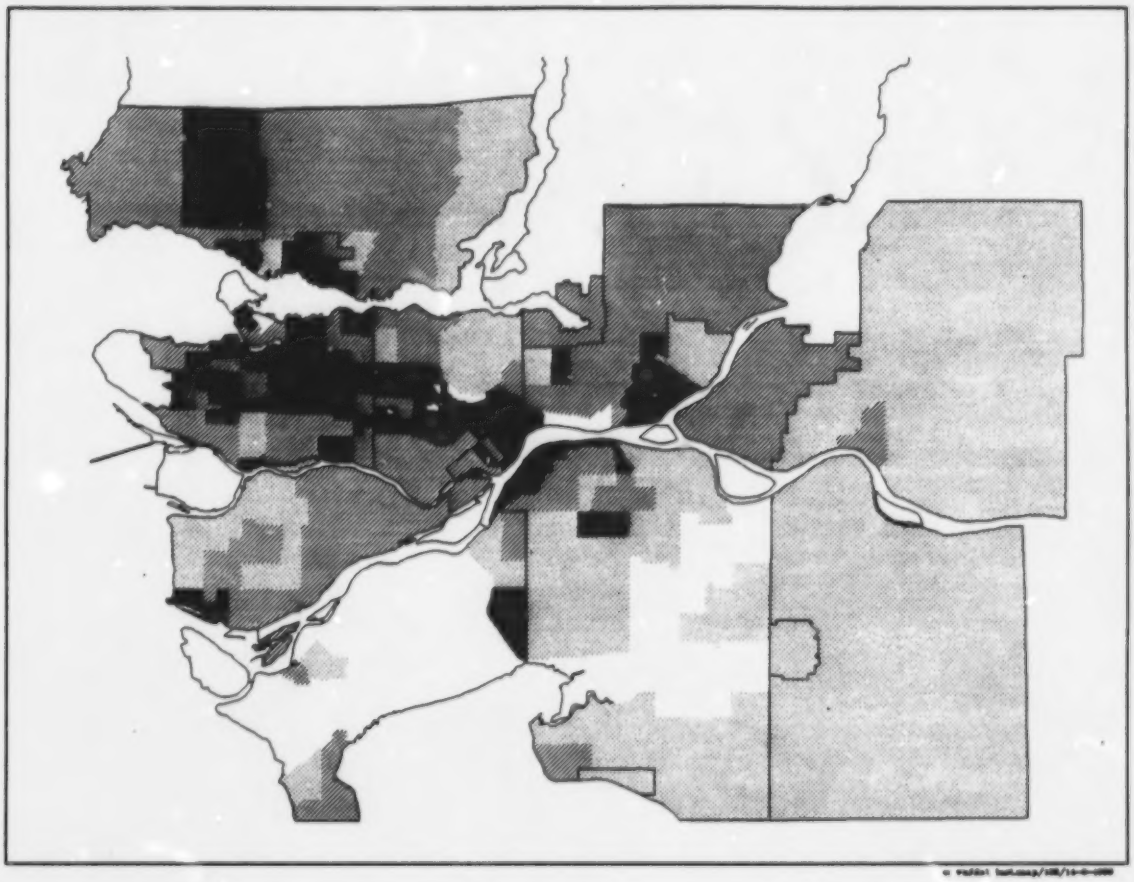
0 25 50 75 100

PERCENTAGE OF RESPONDENTS RESIDING IN SINGLE FAMILY DETACHED HOUSING

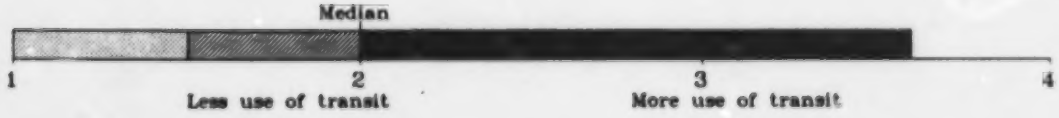
Note: Darker shading signifies a greater percentage of respondents residing in single family detached housing.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 102

HOW OFTEN DO YOU USE PUBLIC TRANSIT?



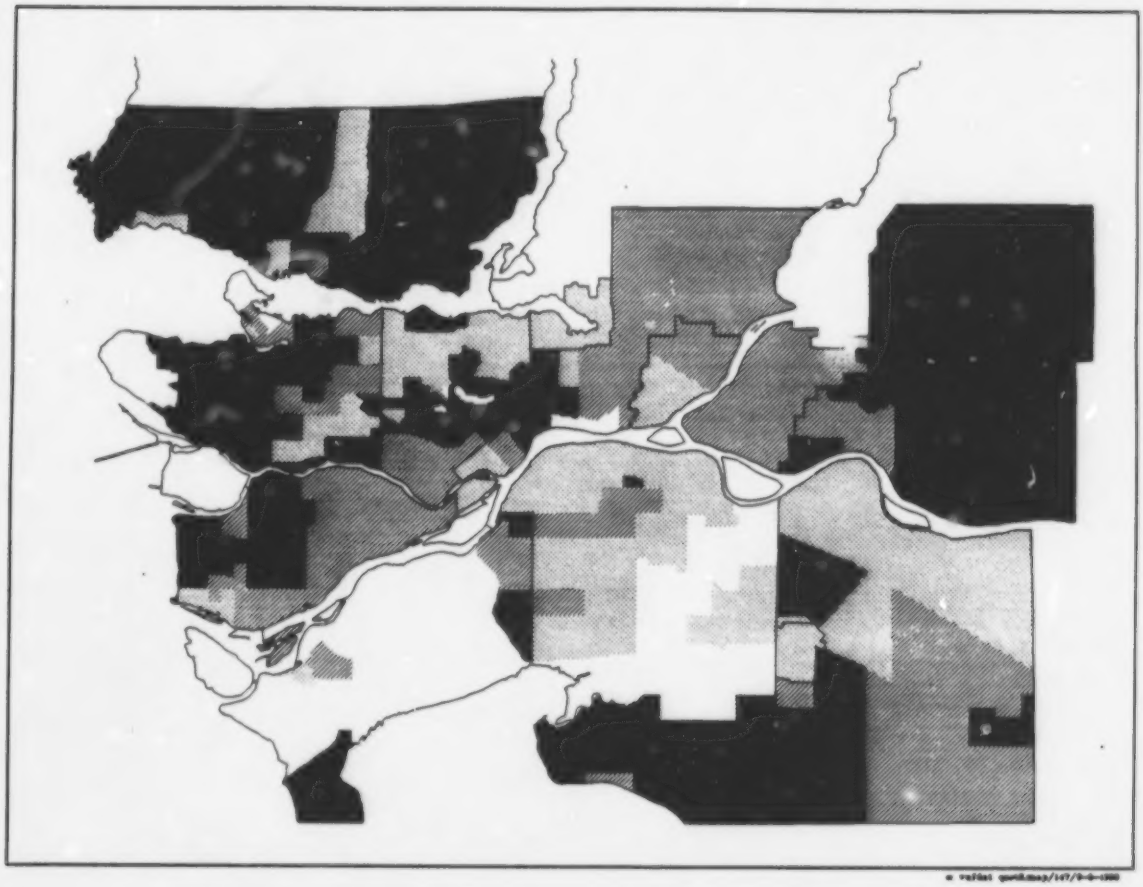
Quartile	Area Mean Score
first	1.00 - 1.50
second	1.51 - 2.00
third	2.01 - 2.38
fourth	2.39 - 3.60



Note: Respondents answered this question using the following four point scale:
1 - Never 2 - Monthly 3 - Weekly 4 - Daily
Area mean scores are averages of these responses.
Darker shading signifies more frequent public transit use.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 147

PLEASE INDICATE YOUR EDUCATIONAL LEVEL.



Quartile	Area Mean Score
first	1.200 - 2.800
second	2.801 - 3.375
third	3.376 - 3.900
fourth	3.901 - 5.250

Note: Respondents answered this question using the following scale:
1 - Some High School 2 - High School Graduate 3 - Apprenticeship
4 - Some College or University 5 - University Graduate 6 - Post Graduate
Area mean scores are averages. Darker shading signifies greater education.

B. THE SURVEY PROCESS

1. *Questionnaire Design*

The 1973 Urban Futures Survey involved face-to-face interviews of approximately three hours in duration, and comprised three separate questionnaires. While a central goal of the 1990 survey was to generate a comparable data base, constraints upon time and finances precluded an exact replication of the original survey. The decision was made at the outset to replicate the questions which probed people's attitudes on a range of issues affecting growth and development in the Region, their choices and preferences toward mobility, housing and employment, and their opinions regarding different facets of community living and managing growth. At the same time, it was decided that the interview should take between forty-five and sixty minutes to administer. Through a series of discussions with members of the original survey team, in conjunction with a review of the 1973 findings, a modified version of the questionnaire was compiled during December 1989.

During December, a content analysis of the daily Vancouver Sun and a representative sample of community newspapers throughout the Region was undertaken to identify issues which had been making the news during the previous year. The methodology applied to the content analysis was based on a similar study conducted in 1973 and produced two related sets of valuable information which were incorporated into the questionnaire. The 1973 content analysis produced fifteen thematic sub-headings which reflected topics of local or regional concern. The 1990 analysis refined a number of these thematic areas to provide a more detailed classification of the topics. For example, a major thematic area in 1973 was labelled Environment, whereas in the 1990 survey this category was further broken down to differentiate between the natural and built environments, sources of pollution, waste disposal and recycling, and priority concerns.

Secondly, the 1990 content analysis of the newspapers revealed a range of issues which were not identified as being of high priority in the early 1970's. In particular, a series of questions were included in the 1990 survey which probed people's attitudes toward a wide range of social welfare issues including homelessness and the provision of social assistance. Also, questions related to housing issues were modified to reflect changing market conditions and the extent to which development has occurred between the two survey periods.

The questions in the 1990 survey were divided into seven separate sections:

1. Attitude Response

   Respondents were shown 65 statements on various aspects of the city, of government, as well as of business and industry and asked to indicate whether they agreed or disagreed (on a five-point scale) with each of the statements.

2. Regional Environment

A series of seven questions probed people's views on where they would prefer certain facilities to be located, their willingness to pay for a range of environmental and mobility improvements, issues they regarded as requiring urgent response by government, and other related regional environment issues.

3. Transportation

Data were collected on transportation and mobility patterns for the person being interviewed and for any other adult in the household. Information gathered included where people worked, the time taken to get to work, the mode of transportation, public transit use, and the degree to which respondents favoured raising funds to pay for mobility improvements.

4. Housing Data

Respondents were asked ten questions pertaining to the type of tenure of housing they occupied, their reasons for leaving their previous residence and choosing their current residence, and considerations governing future housing decisions. Data were also collected on other adults in the household.

5. Employment Data

A series of questions probed the employment status and occupational history of respondents and other adults in the household, and asked how far people would be prepared to move to maintain their present lifestyle.

6. Family Data

Standard questions on age, sex, marital status and educational levels were asked of respondents and other adults in the household.

7. Community and Regional Issues

Fifty-four items drawn from the content analysis of newspapers and from the 1973 survey were shown to respondents who were then asked to rate them on a five-point scale from unimportant to critical.

Having completed the questionnaire, respondents were given the opportunity to add any additional information, suggestions or comments which they felt had not been covered in the interview.

2. Organization and Administration of the Survey

Sixty-two interviewers took part in the survey in a six week period during January and February 1990. The included university students, homemakers, unemployed and underemployed persons and a number of people who had full-time jobs but who were interested in the issues being explored and wished to participate in the project.

A series of orientation meetings and training sessions were carried out in December and early January to explain the project and to ensure consistency in the interviewing and recording processes. Interviewers were asked to commit to doing a minimum of ten interviews. To minimize the administrative problems of co-ordinating so many interviewers, and to build in a financial incentive scheme to ensure that people fulfilled their commitment, remuneration for the interviews was based on a sliding scale with a bonus for completing over 30 interviews. This incentive scheme proved to be highly successful in ensuring that the total number of interviews required for the sample were completed within a reasonably short time period. Interviewers were paid on a weekly basis, and progress was monitored by the administrative support staff to ensure that deadlines were being met.

To ensure the integrity of the stratified sample design, interviewers were provided with a separate list of addresses and telephone numbers of prospective respondents for each of the 605 sampling areas. They were given instructions as to how many interviews were required from each sampling area (usually 1 or 2), and were given written instructions on the procedures for obtaining interviews. Beginning at the top of the list of addresses, interviewers were asked to phone the household and request the participation of an adult member of the household in the survey. If the request was denied, the next phone number on the list was to be used until someone agreed to be interviewed. By using this technique, those names on the list which had not been contacted could be used in the telephone survey which was undertaken to supplement the face-to-face interviews in selected geographic regions. Also, the procedures for recording whether a person had been contacted were useful when administrative staff undertook a call-back to verify that interviews had taken place.

C. REPORTING METHODOLOGY

Results from the survey are presented in six sections. First, an overview of the responses to the series of questions concerning 54 Community and Regional Issues is presented. Secondly, the results of the current survey are compared with those from the 1973 survey. The third section presents the results from 143 variables contained in the survey under 6 sub-headings. This section forms the bulk of the analysis, and the manner in which the presentation is displayed will be discussed in detail below. The fourth section investigates gender differences in questionnaire responses. The fifth section provides an overview based on a breakdown of the Community and Regional Issues by the eight GVRD planning areas. The sixth section is an appendix of maps showing the distribution of response for all of the 143 survey questions included in this report.

Classification

In this report, data have been broken down into age, sex, educational level, housing type, commuting mode and regional categories to aid identification of the source of response variability. The distribution of survey response within these classifications is presented below; the abbreviations listed beside the description of the categories are used throughout the report to identify the categories.

a) Age

Age was obtained as a continuous variable and then recoded into the following discrete categories:

RESPONDENTS' AGE DISTRIBUTION

Abbrev.	Category	Number	Percent
18	18 - 24	117	11.1
25	25 - 34	245	23.3
35	35 - 44	283	26.9
45	45 - 54	167	15.9
55	55 - 64	111	10.5
65	65 & up	130	12.3
	Total	1053	100.0

b) Sex

RESPONDENTS' SEX DISTRIBUTION			
Abbrev.	Category	Number	Percent
M	Male	563	53.5
F	Female	490	46.5
	Total	1053	100.0

c) Educational Level

This variable was obtained in the following categories:

DISTRIBUTION OF RESPONDENTS' EDUCATIONAL LEVEL				
Abbrev.	Category	Number	Percent	Valid Percent
SS	Some School	155	14.7	15.0
HG	High School Graduate	236	22.4	22.8
A	Apprenticeship	60	5.7	5.8
SC	Some College/University	321	30.5	31.0
UG	University Graduate	174	16.5	16.8
PG	Post Graduate	90	8.5	8.7
	No Response	17	1.6	
	Total	1053	100.0	
	Valid Responses	1036		100.0

d) Regional Breakdown

The GVRD was divided into 16 sub-regions in order to investigate spatial response variation. One region (Electoral District B) had too few respondents (2) to be considered as a separate area. The 15 regions used in the analysis are as follows:

Vancouver Central: includes the core area of the City of Vancouver bounded by Main Street, 16th Avenue and Alma Street.

Vancouver Westside: bounded to the east by Cambie Street.

Vancouver East: the remaining eastern part of Vancouver.

Burnaby North: bounded to the south by the Trans-Canada Highway.

Burnaby South: the remaining southern part of Burnaby.

New Westminster

West Vancouver

North Vancouver: includes the City of North Vancouver and the District of North Vancouver.

Richmond

Delta

Surrey North: includes the District of Surrey north of the Serpentine River.

Surrey South: includes the District of Surrey south of the Nicomekl River and the City of White Rock.

Langley: includes the Cloverdale area of Surrey, the City of Langley and the District of Langley.

Maple Ridge: includes the District of Maple Ridge and the District of Pitt Meadows.

Coquitlam: includes the District of Coquitlam, the City of Port Coquitlam and the City of Port Moody.

The distribution of respondents to the face-to-face interviews was determined by the distribution of households within the GVRD; thus, in a number of outlying municipalities the number of respondents was insufficient to obtain reliable estimates of inter-regional variation. In order to rectify this, a telephone survey consisting of a shortened form of the face-to-face questionnaire was conducted in areas for which the number of

respondents was deemed to be too low.

The distribution of face-to-face and telephone survey respondents and the resulting total sample distribution is shown in the following table.

REGIONAL DISTRIBUTION OF RESPONSE:

FACE-TO-FACE AND TELEPHONE SURVEYS

		Face-to-Face Survey		Telephone Survey		Total	
	Region	Count	Percent	Count	Percent	Count	Percent
VW	Van West	77	7.3			77	6.0
VC	Van Central	124	11.8			124	9.6
VE	Van East	164	15.6			164	12.7
BN	Burn North	52	4.9			52	4.0
BS	Burn South	67	6.4			67	5.2
NW	New West	38	3.6	24	10.1	62	4.8
WV	West Van	30	2.8	40	16.8	70	5.4
NV	North Van	84	8.0	23	9.7	107	8.3
R	Richmond	78	7.4	19	8.0	97	7.5
D	Delta	52	4.9	29	12.2	81	6.3
SN	Surrey North	92	8.7			92	7.1
SS	Surrey S./ White Rock	33	3.1	37	15.5	70	5.4
L	Langley & Cloverdale	51	4.8			51	4.0
MR	Maple R. & Pitt M.	30	2.8	39	16.4	69	5.3
CQ	Coquitlams	79	7.5	27	11.3	106	8.2
	Electoral B	2	.2			2	.2
	Total	1053	100.0	238	100.0	1291	100.0

In the presentation of the data, the additional telephone survey data is used only to determine inter-regional variability. For all other analyses, the face-to-face survey data is used.

e) Housing Type

Respondents were asked to indicate the type of residence they lived in. This question

was coded into 7 categories. For the purposes of this report, these categories were aggregated into two: single family detached housing and other housing types.

f) Commuting Mode

Respondents were asked to indicate their usual mode of commuting to work or school. This question was coded into 8 categories. For the investigation of transportation-related issues in this report, these categories were aggregated into two: car (includes carpool, motorcycle, taxi) and transit (includes bus, skytrain, seabus). Bicycle and pedestrian commuters were not included in the analysis due to the small size of the sample.

Description of Statistical Tables

Results from 143 variables contained in the survey are presented under six sub-headings:

Environment
Community Life
Mobility
Built Environment
Manging Growth
Governance

While each of the six thematic areas are sub-divided to reflect issues of particular interest or concern, a general framework for reporting the findings is used throughout the report. The data are displayed in a standard tabular format:

- The exact wording of the question is given
- Responses are displayed in a histogram.
- The mean score (calculated by averaging responses on the five-point scale) is displayed where applicable.
- For the 54 Community and Regional Issues, the overall rank is diplayed.
- A matrix identifying statistically significant variations in response (at the .05 level) by sex, age, housing type, education and region.

The questions are presented in the following sequence:

1. Questions 150 - 203 Community and Regional Issues
   - listed in order of ranking.

2. Questions 1 - 65 Attitude - Response
   - listed in order of mean score (agreement to the statement).

3. Questions 66 - 72 Where Would You Prefer the Following Facilities Be Located?

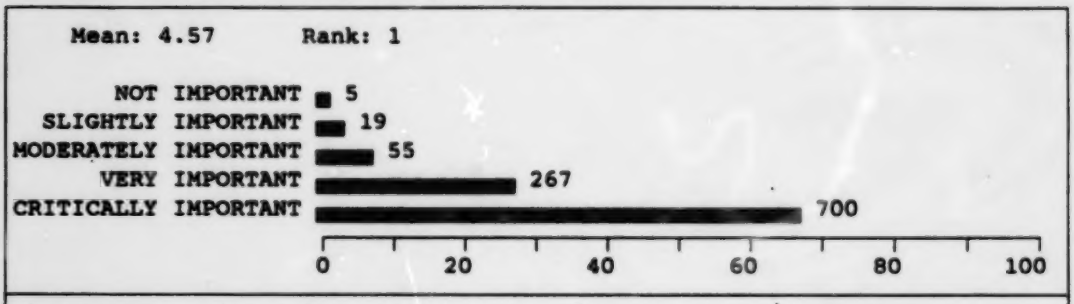
4. Questions 73 - 80 I Am Prepared To Pay Additional Taxes / Fees Toward ...

5. Questions 104 - 109 Would Favour Raising Funds For Mobility Improvements Via

For each of the questions, the histograms provide an immediate visual representation of the distribution of response, and viewed together with the mean scores and ranks, indicate how much importance respondents attach to each specific issue. In addition to the histograms, a map showing the distribution of response at a fine scale is displayed for each question in the appendix.

The matrices presented underneath each of the histograms highlight significant variations in response to each question based on sex, housing, age, educational level and regional categories. The following question will serve as an example of the format used throughout the report, and presents one interpretation of the data.

171. IMPORTANCE OF: HAZARDOUS WASTE DISPOSAL



Variation:	Sex	Housing	Age	Education	Region
High	F				VC,NV,CQ
Low	M				BS,NW,WV,D,MR

Hazardous waste disposal was ranked as the most critically important issue in the survey, with the highest mean score (4.57) of the 54 issues listed. The histogram clearly shows the skewed distribution of response, indicating that 700 respondents (68%) viewed this issue as being Critically Important, 267 considered it Very Important (26%) and so on. The corresponding map in the Appendix highlights the regional breakdown of responses.

The matrix beneath the histograms presents the significant high and low variations in responses. On this question (as with all of the environmental issues), responses among women are significantly higher than are those among men. There are no significant variations by housing type, age or education level; however, there are interesting regional variations. Respondents in Vancouver Centre, North Vancouver and Coquitlam rate hazardous waste disposal significantly higher than do other parts of the Region,

whereas respondents in Burnaby South, New Westminster, West Vancouver, Delta and Maple Ridge rate this issue to be significantly less important than do those in the rest of the Region. It must be remembered however, that these high and low variations must be viewed within the context that this issue was ranked highest overall. Thus, a low variation is relative to the overall response, and does not imply that the issue is unimportant in a given location. The analysis and tables presented in Section II. (Overview of Issues) and Section VI. (Analysis of Issues by GVRD Planning Areas) deal with the question of relative rankings of issues within regions.

D. KEY TO ABBREVIATIONS

REGION:	VW	Vancouver Westside
	VC	Vancouver Centre
	VE	Vancouver Eastside
	BN	Burnaby North
	BS	Burnaby South
	NW	New Westminster
	WV	West Vancouver
	NV	North Vancouver (City and District)
	R	Richmond
	D	Delta
	SN	Surrey North
	SS	Surrey South, including White Rock
	L	Langley (City and District), including Cloverdale
	MR	Maple Ridge and Pitt Meadows
	CQ	Coquitlam, Port Coquitlam and Port Moody
	TOT	All GVRD
SEX:	M	Male
	F	Female
HOUSING:	SF	Single Family Dwelling
	Multi	Multiple Family Dwelling
AGE:	18	18 to 24 years
	25	25 to 34 years
	35	35 to 44 years
	45	45 to 54 years
	55	55 to 64 years
	65	65 years and over
EDUCATION:	SS	Some Schooling
	HS	High School Graduate
	A	Apprenticeship
	SC	Some University or College
	UG	University Graduate
	PG	Post-Graduate Degree
TRANSPORTATION MODE:	Car	Car, Carpool, Taxi, Motorcycle
	Transit	Bus, Skytrain, Seabus

II. OVERVIEW OF COMMUNITY AND REGIONAL ISSUES

An important part of the survey was to gain an idea of the relative importance of a number of community and regional issues covering a wide variety of topics. Respondents were asked to rate 54 issues on a five-point scale ranging from unimportant to critical. These ratings were then averaged for each issue. This section provides an overview of the results of this set of questions.

A visual display of the mean ratings of the issues is shown in Table 1. Environmental issues are ranked in the top five positions, and as is clear from the table, the first three (Hazardous Waste Disposal, Air Pollution from Industry and Water Pollution from Industry) are rated as more critical than the others. The high rankings of these issues was the same in the 1973 survey. Generally, environmental issues are rated higher by respondents in the 25 to 35 age group and those living in the Coquitlam area, North Vancouver, Langley and South Surrey. They are rated lower by residents of East Vancouver, Burnaby South and Maple Ridge.

The only non-environmental issue in the top eight is Provision of Health Care; the ranking of the importance of this issue has increased greatly since 1973. It is especially ranked highly by respondents over 65, who place it in third position.

A number of social problems occupy high overall rankings. Crime is ranked in the 9th position and Dishonesty in Government and Business in 11th place. Both Crime and Dishonesty are rated significantly higher in North Surrey and by respondents in the 55 to 64 age group. Crime is rated lower in central Vancouver, West Vancouver, Burnaby South and Maple Ridge. Providing Assistance to the Homeless is in the 14th position, and is rated significantly higher in Langley. Behaviour Problems in Public Schools is ranked 24th, and is scored more highly in Surrey North, West Vancouver, Langley and Maple Ridge. Drug Abuse in My Neighbourhood is ranked 38th overall but shows an interesting regional variation, as it is rated lower in central areas (west-side Vancouver and central Vancouver) and higher in some suburban areas (Coquitlam and Surrey North).

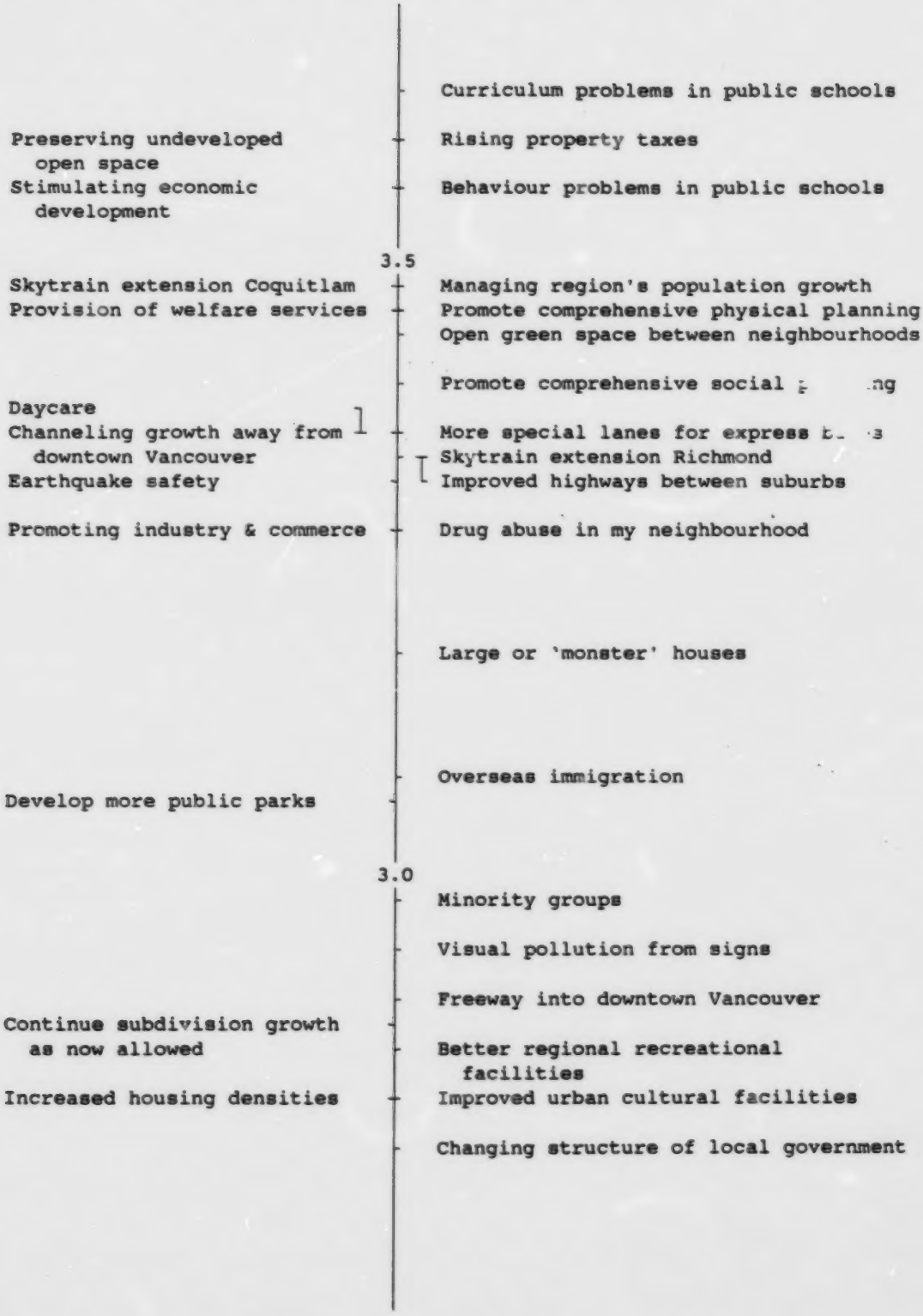
Housing issues occupy the next level of importance, with Affordable Housing ranked 10th, Affordable Housing for First-Time Buyers ranked 12th, Increasing the Housing Supply ranked 16th and Housing for the Elderly 18th. Issues of affordability are rated less important in westside Vancouver, Burnaby South, West Vancouver and Maple Ridge. Increasing the Housing Supply and Housing for the Elderly are rated significantly higher by respondents over 65.

Transportation issues occupy a range of ranking positions. Traffic Congestion is highest in 13th position, and is rated higher by residents of Coquitlam and Surrey North. Transit generally ranks higher than highway improvements as the solution to transportation problems. Improved Bus Service is ranked 18th overall while Skytrain Extension to Coquitlam ranks 27th and to Richmond 36th. More Special Lanes for Express Buses is ranked 34th and is significantly more popular in Coquitlam and less so in East

Vancouver. Improved Highways Between the Suburbs is tied in the 34th position, and support for this issue shows marked regional variation with stronger ratings in Burnaby North, Langley, Maple Ridge and Coquitlam and weaker ones in west-side and central Vancouver and on the North Shore. Significant regional variation also is in evidence in the ratings for the Freeway into Vancouver issue, which is ranked in the 45th position overall. Support comes from Surrey, Langley, Maple Ridge and the Coquitlam area while all three parts of Vancouver are strongly opposed.

Economic issues are ranked in the middle range, with Stimulating Economic Development in the 24th position and Promoting Industry and Commerce 38th. These issues are more favoured by respondents in the 55 to 64 age group and those resident in Langley and Coquitlam. Rising Property Taxes is ranked 22nd overall but shows very wide regional variation, being notably higher in West Vancouver and Maple Ridge and lower in central Vancouver and North Vancouver.

TABLE 1: RANKING OF ISSUES - BASED ON MEAN SCORES


Curriculum problems in public schools
Preserving undeveloped open space
Rising property taxes
Stimulating economic development
Behaviour problems in public schools
3.5
Skytrain extension Coquitlam
Managing region's population growth
Provision of welfare services
Promote comprehensive physical planning
Open green space between neighbourhoods
Promote comprehensive social
Daycare
Channeling growth away from downtown Vancouver
More special lanes for express
Skytrain extension Richmond
Earthquake safety
Improved highways between suburbs
Promoting industry & commerce
Drug abuse in my neighbourhood
Large or 'monster' houses
Overseas immigration
Develop more public parks
3.0
Minority groups
Visual pollution from signs
Freeway into downtown Vancouver
Continue subdivision growth as now allowed
Better regional recreational facilities
Increased housing densities
Improved urban cultural facilities
Changing structure of local government

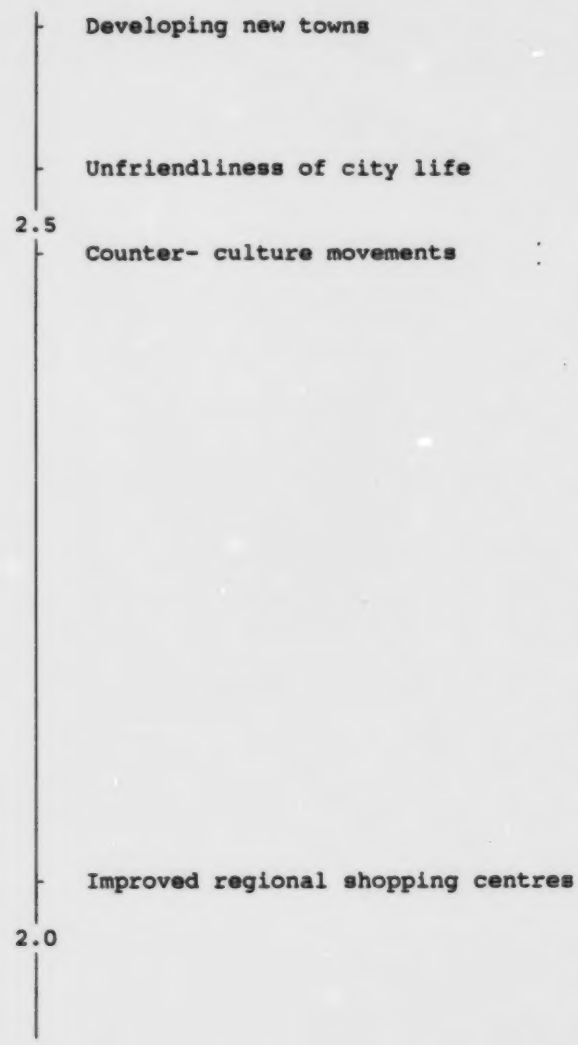

Developing new towns
Unfriendliness of city life
2.5
Counter- culture movements
Improved regional shopping centres
2.0

Table 2 presents the rankings of the 54 issues broken down into 15 regions. The table is organized as follows:

- The issues are listed in order of their ranks at the Regional scale. The overall ranks are listed in the rightmost column.

- The main entries in each column represent the ranks of the issues for the sub-region indicated at the head of the column. For example, Hazardous Waste Disposal is ranked first in the region as a whole, but is ranked 5th in Delta and 13th in West Vancouver. By reading down the columns, rankings for a given region can be obtained.

- The rankings are obtained by averaging the scores given for each issue by region. Statistical tests of the significance of regional differences between these mean scores were done and the results are displayed in the table. By reading across rows, differences in the scores between regions for a given issue can be obtained.

The rationale for this approach is that differences in ranks between regions cannot be compared statistically. That is, there is no level of probability assigned to regional differences in the ranking of a given issue. The size of the samples obtained for the sub-regions varies considerably, and in some cases is quite small (Langley, for example, had a sample size of 51). In such cases, differences in rankings may be a result of chance in selecting the sample, and may not reflect a true difference in the attitudes of the population of the region. In order to take differences in sample size into account and to provide a method of estimating the importance of differences in the rankings, the scores gained by each issue were tested in the following manner. For each sub-region, the mean score was compared with the mean score for the rest of the GVRD. The results of these tests are displayed in the table as asterisks with accompanying plus or minus signs. An asterisk indicates that the mean score obtained for the given issue in that region was significantly different from the mean score obtained for the rest of the GVRD at the .05 probability level. A plus sign means that the score was significantly higher, indicating that respondents felt the issue was more important than did those in the rest of the Region; a minus sign means that the score was significantly lower.

As an example, note that Crime was ranked in 9th place overall and in 14th place in central Vancouver. The asterisk and minus sign means that the lower score obtained in central Vancouver differed from the score gained in the rest of the Region by an amount greater than could be expected from chance, 19 times out of 20 (i.e., in 95% of sampling exercises). However, note that Crime ranked 15th in South Surrey / White Rock, but there is no asterisk. Although respondents in South Surrey ranked this issue lower among the set of 54 issues, this does not imply that the score assigned to it was lower than that assigned by respondents in the rest of the Region. It is possible that scores in South Surrey were generally higher for many issues, so that a relatively high score places only in the 15th position. Also, we cannot rule out chance as the cause of the discrepancy between the score in South Surrey and the score in the rest of the Region, probably because of the smaller size of the sample in that sub-region. Table 3 presents a similar analysis of the community and regional issues, this time broken down by age categories.

TABLE 2: RANKING OF ISSUES: REGIONAL BREAKDOWN

	VW	VC	VE	BN	BS	NW	UV	NV	R	D	SN	SS	L	NR	CQ	TOT
HAZARDOUS WASTE DISPOSAL	1	1*(+)	1	1	4*(-)	6*(-)	13*(-)	1*(+)	1	5*(-)	2	1	2	20*(-)	1*(+)	1
AIR POLLUTION FROM INDUSTRY	2	2	2*(-)	3	1*(-)	1	1	3	3*(-)	1	3	5	1*(+)	3	3	2
CLEAN UP WATER POLLUTION FROM INDUSTRY	3	2	2*(-)	1	3*(-)	2	2	2*(+)	2	2	1*(+)	2*(+)	4	7*(-)	2*(+)	2
GARBAGE RECYCLING	4	4*(+)	4*(-)	7	7*(-)	12*(-)	11*(-)	4*(+)	6	11*(-)	5	3	3*(+)	13*(-)	5*(+)	4
PRESERVING THE NATURAL ENVIRONMENT	5	5	9	5	5*(-)	9*(-)	5	7	7	7*(-)	8	6	9	4	8	5
PROVISION OF HEALTH CARE	9	7	5	7	6*(-)	6	6	9	4	4	7*(+)	7	8	6	12	6
PROTECT THE FRASER RIVER ESTUARY	5	8	11	9	9*(-)	10*(-)	7	5	4	6	9	4*(+)	5*(+)	9*(-)	4*(+)	6
AIR POLLUTION FROM AUTOS	7	6	7	10	2	3	4	6	10*(-)	3	14	8	6	10	6*(+)	8
CRIME	8	14*(-)	7	12	8*(-)	10	24*(-)	14	11	8	4*(+)	15	6*(+)	24*(-)	13	9
AFFORDABLE HOUSING	11	9	6	4*(+)	11*(-)	4	19*(-)	11	8	8	13	9	14	16*(-)	11	10
DISHONESTY IN GOVERNMENT AND BUSINESS	10	11	13	6*(+)	14*(-)	14*(-)	11	8	14	11	5*(+)	14	13	10	9*(+)	11
AFFORDABLE HOUSING FOR FIRST-TIME BUYERS	21*(-)	12	9	11	12*(-)	13	3	10	12	15*(-)	11*(+)	10	10	1*(+)	10	12
TRAFFIC CONGESTION	18*(-)	15	15	13	15*(-)	8	15	12	9	10	10*(+)	13	12	5	7*(+)	13
PROVIDING ASSISTANCE TO THE HOMELESS	15	10	12	14	13*(-)	17*(-)	20*(-)	15	12	14	12	11	11*(+)	19	16	14
PROTECT EXISTING AGRICULTURAL RESERVES	12	17	17	16	18*(-)	4	29*(-)	13*(+)	16	13	14	12	17	34*(-)	17	15
INCREASING THE HOUSING SUPPLY	12	12	14	18	10	15	31*(-)	20*(+)	18	26*(-)	17	21	15*(+)	39*(-)	22	16
MORE EFFICIENT USE OF PRESENT TRANSP'N	16	16	16	18	18*(-)	29	39*(-)	18	19	17	16	19	16	37*(-)	15*(+)	17
HOUSING FOR THE ELDERLY WHERE THEY DESIRE	17	17	20	17	17	22	37*(-)	19	17	31*(-)	20	17	21	43*(-)	18	18
QUALITY OF MUNICIPAL GOVERNMENT	14	20	19	15	21*(-)	18	40*(-)	20	24	22	18*(+)	21	21	31*(-)	34	18
IMPROVED BUS TRANSIT SERVICE	18	19	18	23	15	21	16	28*(-)	31*(-)	23	19	20	30	15*(+)	19	18
CURRICULUM PROBLEMS IN PUBLIC SCHOOLS	23	22	22	26	25*(-)	23	21	17	20	17	21	30	18	18	30	21
PRESERVING UNDEVELOPED OPEN SPACE	22	23	23	25	33*(-)	27	9*(+)	16*(+)	22	29	31	18	26	10*(+)	22	22
RISING PROPERTY TAXES	18	31*(-)	21	21	28	19	8*(+)	39*(-)	28	16	25	28	27	2*(+)	20	22
STIMULATING ECONOMIC DEVELOPMENT	24	29	24	29	20	35*(-)	17*(+)	39*(-)	23	21	23*(+)	21	20*(+)	21	31	24
BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS	28	33	26	22	25	19	14*(+)	20	21	19	21*(+)	32	18*(+)	16*(+)	27	24
MANAGING THE REGIONS POPULATION GROWTH	26	24	25	27	31	28	34	26	25	23	27	26	28	42*(-)	29	26
SKYTRAIN EXTENSION TO COQUITLAM	28	25	35	24	23	31	26	36*(-)	26	42*(-)	36	37	34	26	13*(+)	27
PROVISION OF WELFARE SERVICES	32	20*(+)	34	27	38*(-)	16*(+)	26	23	28	27	26	26	33	35	37	28
PROMOTE COMPREHENSIVE PHYSICAL PLANNING	25	30	30	31	22	23	22*(+)	30	33	23	38	24	36	26	22*(+)	29
OPEN GREEN SPACE BETWEEN NEIGHBOURHOODS	31	27	32	34	36	32	25	23	31	20	29	16*(+)	31	22*(+)	26*(+)	29
PROMOTE COMPREHENSIVE SOCIAL PLANNING	34	32	27	39	34	25	18*(+)	30	36	34	31	36	35	13*(+)	32*(+)	31
CHANNELLING GROWTH AWAY FROM DWNTWN VAN.	35	36	30	33	30	35*(-)	43	44*(-)	40	32	29	24*(+)	29	44	25*(+)	32
DAYCARE	35	35	28	34	38	25	49*(-)	28	27	39	31	29	39	51*(-)	32*(+)	32
IMPROVED HIGHWAYS BETWEEN THE SUBURBS	41*(-)	44*(-)	37	18*(+)	24	42	45*(-)	42*(-)	37	27	28	40	23*(+)	23*(+)	20*(+)	34
MORE SPECIAL LANES FOR EXPRESS BUSES	38	33	40*(-)	38	28	38	31	33	38	36	35	33	36	36	27*(+)	34
SKYTRAIN EXTENSION TO RICHMOND	30	27	32	42	25	34	26	34*(-)	15*(+)	34	40	43	38	45*(-)	43	36
EARTHQUAKE SAFETY	33	26	36	34	44*(-)	29	53*(-)	25	30	38	37	33	40	53*(-)	39	37
PROMOTING INDUSTRY AND COMMERCE	37	39*(-)	37	41	37	45*(-)	31	45*(-)	34	37	38	35	25*(+)	48*(-)	34*(+)	38
DRUG ABUSE IN MY NEIGHBOURHOOD	46*(-)	47*(-)	29	32	35	32	46	27	35	33	24*(+)	39	31	32	34*(+)	39
LARGE OR MONSTER HOUSES	26*(+)	40	40	40	32	37	10*(+)	48*(-)	39	30	42	49*(-)	48	8*(+)	46*(-)	40
OVERSEAS IMMIGRATION	39	41	40	37	41	43	54*(-)	37	41	40	46	43	47	54*(-)	41	41
DEVELOP MORE PUBLIC PARKS	44	38	43	44	42	40	30*(+)	35	43	40	41	31*(+)	45	39*(+)	40*(+)	41
MINORITY GROUPS	42	37	39*(+)	44	43	44	22*(+)	37	42	43	48	45	46	26*(+)	48	43
VISUAL POLLUTION FROM SIGNS	40	42	49*(-)	47	45	48	35*(+)	32*(+)	47	48	43	46	49	38*(+)	42*(+)	44
FREEWAY INTO DOWNTOWN VANCOUVER	53*(-)	52*(-)	53*(-)	29*(+)	52	46	44	51	47	44	34*(+)	41*(+)	24*(+)	30*(+)	38*(+)	45
CONTINUE SUBDIVIS'N GROWTH AS NOW ALLOWED	44	46	44	49	40*(+)	38*(+)	47	53*(-)	43	46	47	48	42	48	49	46
BETTER REGIONAL RECREATIONAL FACILITIES	48	49	46	42	48	51	36*(+)	45	49	50	43	41*(+)	44	39*(+)	45	47
INCREASED HOUSING DENSITIES	43	43	47	51	46	47	41*(+)	49	46	52	49	47	40	29*(+)	44	48
IMPROVED URBAN CULTURAL FACILITIES	47	45	45	48	49	50	41*(+)	42*(+)	50*(-)	45	50	37*(+)	52	33*(+)	51	49
CHANGING THE STRUCTURE OF LOCAL GOVERN'T	49	48	49	46	46	52	50	41	45	51	43*(+)	50	43	46	46	50
DEVELOPING NEW TOWNS	52	50	48	53	51	49	52	52	52	47	53	51	49	52*(-)	50	51
UNFRIENDLINESS OF CITY LIFE	51	53	52	50	50	40*(+)	37*(+)	50	51	49*(+)	52	52	51	24*(+)	53	52
COUNTER-CULTURE MOVEMENTS	50	51	51	52	53	52	48*(+)	47*(+)	53	53	51	54	53	50	52	53
IMPROVED REGIONAL SHOPPING CENTRES	54	54*(-)	54	54	54*(+)	54	51*(+)	54	54	54*(+)	54	53*(+)	54*(+)	47*(+)	54	54

(NOTE: An asterisk indicates that the mean score for a given region differs significantly from the combined mean score for the rest of the GVRD.)

TABLE 3: RANKING OF ISSUES: AGE CATEGORY BREAKDOWN

	18-24	25-34	35-44	45-54	55-64	65+	TOT
HAZARDOUS WASTE DISPOSAL	1	1	1	1	1	1	1
AIR POLLUTION FROM INDUSTRY	2	2*(+)	2	3	3	4*(-)	2
CLEAN UP WATER POLLUTION FROM INDUSTRY	3	2*(+)	3	2	2	2	2
GARBAGE RECYCLING	4	4*(+)	4	5	6	5	4
PRESERVING THE NATURAL ENVIRONMENT	7	5*(+)	5	6	8	12	5
PROVISION OF HEALTH CARE	9	7	7	9	6	3*(+)	6
PROTECT THE FRASER RIVER ESTUARY	12*(-)	6	6	4	5	8	6
AIR POLLUTION FROM AUTOS	5	8	7	8	9	9	8
CRIME	11	14	11	7	4*(+)	7	9
AFFORDABLE HOUSING	6	10	12	13	11	6*(+)	10
DISHONESTY IN GOVERNMENT AND BUSINESS	10	11	9	12	14*(-)	10	11
AFFORDABLE HOUSING FOR FIRST-TIME BUYERS	8	9*(+)	13	16*(-)	10	10	12
TRAFFIC CONGESTION	15*(-)	13	10	10	12	16	13
PROVIDING ASSISTANCE TO THE HOMELESS	13	12	13	11	16	13	14
PROTECT EXISTING AGRICULTURAL RESERVES	13	15	15	14	19	15	15
INCREASING THE HOUSING SUPPLY	16	16	17	18	13	14*(+)	16
MORE EFFICIENT USE OF PRESENT TRANSP'N	17	16	16	15	17	20	17
HOUSING FOR THE ELDERLY WHERE THEY DESIRE	21	22	18	19	21	17*(+)	18
QUALITY OF MUNICIPAL GOVERNMENT	20	18	21	19	22	18*(+)	18
IMPROVED BUS TRANSIT SERVICE	19	19	19	17	17	23	18
CURRICULUM PROBLEMS IN PUBLIC SCHOOLS	18	21	20	22	30	23	21
PRESERVING UNDEVELOPED OPEN SPACE	27*(-)	19	22	23	25	27	22
RISING PROPERTY TAXES	22	26	24	26	15*(+)	22	22
STIMULATING ECONOMIC DEVELOPMENT	25	28	27	21	20*(+)	25	24
BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS	24	32*(-)	23	25	28	19*(+)	24
MANAGING THE REGIONS POPULATION GROWTH	26	31	29	23	34	26	26
SKYTRAIN EXTENSION TO COQUITLAM	32*(-)	26	24	29	24	32	27
PROVISION OF WELFARE SERVICES	23	34*(-)	29	34	32	20*(+)	28
PROMOTE COMPREHENSIVE PHYSICAL PLANNING	34*(-)	28	27	27	28	32	29
OPEN GREEN SPACE BETWEEN NEIGHBOURHOODS	28	24*(+)	26	31	34	36	29
PROMOTE COMPREHENSIVE SOCIAL PLANNING	37*(-)	25*(+)	32	33	33	31	31
CHANNELLING GROWTH AWAY FROM DWNTWN VAN.	30	35	36	36	26	30	32
DAYCARE	29	23*(+)	29*(+)	40*(-)	40	41	32
IMPROVED HIGHWAYS BETWEEN THE SUBURBS	31	30	34	36	38	40	34
MORE SPECIAL LANES FOR EXPRESS BUSES	38*(-)	36	34	28	30	29	34
SKYTRAIN EXTENSION TO RICHMOND	38	37	32	35	27	38	36
EARTHQUAKE SAFETY	36	33	37	38	39	32	37
PROMOTING INDUSTRY AND COMMERCE	42*(-)	39*(-)	38	30	22*(+)	37	38
DRUG ABUSE IN MY NEIGHBOURHOOD	35	40*(-)	39	31	37	28*(+)	39
LARGE OR MONSTER HOUSES	40	41	41	39	36	38	40
OVERSEAS IMMIGRATION	32	44	43	42	43	35*(+)	41
DEVELOP MORE PUBLIC PARKS	44	38	40*(+)	44*(-)	42	44	41
MINORITY GROUPS	40	42	42	45	45	46	43
VISUAL POLLUTION FROM SIGNS	42	50	45	41	41	43	44
FREEWAY INTO DOWNTOWN VANCOUVER	51	43	43	43	47	51*(-)	45
CONTINUE SUBDIVIS·N GROWTH AS NOW ALLOWED	44	45	49	49	44	42	46
BETTER REGIONAL RECREATIONAL FACILITIES	47	46	46	45	48	49	47
INCREASED HOUSING DENSITIES	50	49	47	47	45	46	48
IMPROVED URBAN CULTURAL FACILITIES	48	48	48	48	49	50	49
CHANGING THE STRUCTURE OF LOCAL GOVERN'T	46	46	49	51*(-)	51*(-)	45	50
DEVELOPING NEW TOWNS	53	52	51	50	50	48	51
UNFRIENDLINESS OF CITY LIFE	52	51	52	51	52*(-)	52	52
COUNTER-CULTURE MOVEMENTS	49*(+)	53	53	53	53*(-)	53	53
IMPROVED REGIONAL SHOPPING CENTRES	54	54*(-)	54	54	54	54	54

NOTE: * = signif. diff. between mean score for a given age group and mean for other age groups combined.)

III. COMPARISON WITH THE 1973 URBAN FUTURES SURVEY

The 1990 Urban Futures Survey is, in part, a replication of an opinion survey conducted throughout the Greater Vancouver Region 17 years ago. One of the major reasons for conducting the current survey was to investigate the degree to which the attitudes of Greater Vancouver's citizens are in agreement with the attitudes investigated in 1973 to inform the Livable Region planning process.

Specifically, two parts of the current survey are similar to that of 1973. The first involves ranking a set of community and regional issues. The 1990 survey asked respondents to score 54 issues on the basis of the level of their importance, from not important to critical. The relative importance of these issues to respondents can be determined from the mean scores, which then provides a method of ranking. In 1973, 27 issues, in two groups, were ranked directly by respondents in terms of their importance. The overall ranking was accomplished by calculating the mean rank for each issue as the ordering factor. The 27 issues from the 1973 survey were repeated among the 54 issues in the 1990 survey, so a comparison of the relative rankings of these issues can be made. As a result of the difference in methodology used to determine the ranks, no test of the statistical significance of differences between the surveys can be made. However, as both sample sizes are quite large (1053 in 1990, 1671 in 1973) it is safe to say that, for any given issue, a change in the rank order of two or more positions is meaningful.

Table 4 below presents the two groups of issues from the 1973 survey in the order that they were ranked by respondents in 1990; the third column shows the change in rank from 1973 to 1990. In the first group, it is clear that concern about environmental issues is not new to residents of the Vancouver Region, as industrial air and water pollution were the top ranked issues in 1973. The main differences are the increase in importance given to the provision of health care, sharply increased concern over dishonesty in government and business, and a corresponding decrease in concern about welfare. In the second group, preserving the natural environment is ranked at the top in both surveys, while ranking of the importance both of stimulating economic development and of increasing the housing supply has increased. The importance of rapid transit and park development has decreased, likely as a result of advances in these areas over the intervening 17 years.

TABLE 4 - CHANGE IN RANKING OF ISSUES: 1973 to 1990

	1990 Rank	1973 Rank	Change
GROUP 1:			
AIR POLLUTION FROM INDUSTRY	1	1	0
CLEAN UP WATER POLLUTION FROM INDUSTRY	2	2	0
PROVISION OF HEALTH CARE	3	9	+6
AIR POLLUTION FROM AUTOS	4	3	-1
CRIME	5	4	-1
DISHONESTY IN GOVERNMENT AND BUSINESS	6	10	+4
TRAFFIC CONGESTION	7	6	-1
INCREASING THE HOUSING SUPPLY	8	8	0
QUALITY OF MUNICIPAL GOVERNMENT	9	7	-2
BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS	10	11	+1
PROVISION OF WELFARE SERVICES	11	5	-6
MINORITY GROUPS	12	14	+2
VISUAL POLLUTION FROM SIGNS	13	12	-1
BETTER REGIONAL RECREATIONAL FACILITIES	14	13	-1
UNFRIENDLINESS OF CITY LIFE	15	16	+1
COUNTER-CULTURE MOVEMENTS	16	15	-1
GROUP 2:			
PRESERVING THE NATURAL ENVIRONMENT	1	1	0
INCREASING THE HOUSING SUPPLY	2	4	+2
MORE EFFICIENT USE OF PRESENT TRANSP'N	3	3	0
STIMULATING ECONOMIC DEVELOPMENT	4	7	+3
RAPID TRANSIT	5	2	-3
PROMOTE COMPREHENSIVE PHYSICAL PLANNING	6	5	-1
PROMOTE COMPREHENSIVE SOCIAL PLANNING	7	6	-1
CHANNELLING GROWTH AWAY FROM DWNTWN VAN.	8	9	+1
IMPROVED HIGHWAYS BETWEEN THE SUBURBS	9	10	+1
DEVELOP MORE PUBLIC PARKS	10	8	-2
CHANGING THE STRUCTURE OF LOCAL GOVERN'T	11	11	0

The second part of the 1990 survey that is derived from the 1973 survey is the section listing a number of statements to which respondents were asked whether they agreed or disagreed. Of the 65 statements contained in the 1990 questionnaire, 54 appeared in the same or similar form in the 1973 questionnaire. As the method used to investigate response to these statements was the same in both cases, it is possible to assign a level of probability as to whether there has been significant change in attitudes between the two surveys. Table 5 below lists the 54 questions in descending order of the magnitude of the difference in mean scores obtained in the two surveys. The means for each survey are listed, as well as the difference between them. In addition, the scores from difference-of-means t-tests are given along with the associated probability level. In order to interpret the table, the difference in mean score should be considered alongside the probability that the difference occurred as a result of chance due to sampling when in fact the attitudes of the two populations are the same. The figure displayed in the last column is the probability that the two samples (from the two surveys) come from populations with the same attitude to the statement in question. Thus, the smaller the probability level, the greater is the likelihood that there has been a real shift in attitude.

The table shows that attitudes to 34 of the 54 statements have changed significantly (at the .05 level) since 1973. Most notably, the 1990 survey indicates that people are much less trustworthy of government, public officials and experts than they were 17 years ago. Respondents are much more in agreement with the statements "The less one has to do with government officials and the law the better", and "Government only acts when public opinion is loud enough". They disagree more strongly with the statements "Urban problems are apparent only to experts". More confidence is shown in the ability of people to understand policy issues, as evidenced by the lower level of agreement to the statements "Public opinion is meaningless since the public doesn't understand what is going on in the city" and "Most people do not care about civic issues" and by the higher level of agreement to the statement "Civic leaders should realize that they are not dealing with an ignorant mass but with groups of responsible, knowledgeable citizens".

Another area of change concerns attitudes toward city life. There is more satisfaction or at least acceptance of urban conditions than was evident in 1973. For example, respondents now agree more strongly to statements such as "Cities contain the best aspects of modern life", "I like the variety of stimulation one finds in a city" and "High rises are an acceptable way of housing part of the population", while they are in less agreement with statements like "Cities are very lonely places".

There is less concern now than in 1973 about the effects of increasing population growth in the Region. Interviewees responded more favourably to the statement "The economy of Greater Vancouver must be allowed to grow and ways will just have to be found to accommodate any future increases" while they disagree more strongly with the statement "The size of Greater Vancouver's population must be limited even if it means less economic development".

Approval of home ownership has increased, as agreement to the statement "There is no point in paying rent month after month when one could be using this money to buy a

house" is greater while response to the statement "House ownership is more trouble than it is worth" is more negative. Attitudes toward social diversity have remained consistently positive.

Surprisingly, problems of commuting are not in evidence more than in 1973, as there is no significant change in response to the statement "Getting to work is no particular problem for me". The increase in the volume of traffic flow over the last 17 years likely accounts for respondents' markedly greater disagreement to the statement "The two bridges over Burrard Inlet are sufficient to handle all traffic between Vancouver and the North Shore", but respondents were more in agreement with the statement "No form of public transportation substitutes for the convenience of the private automobile".

Table 5 - Comparison of 1990 Survey Results to 1973 Survey Results:

Differences in Mean Response

		1990	1973	Diff.	Tscore	Prob.
30	THE LESS I HAVE TO DO WITH GOVERNMENT OFFICIALS AND THE LAW, THE BETTER I LIKE IT.	3.27	2.45	.82	19.09	.000
4	HIGH RISE APARTMENTS ARE AN ACCEPTABLE WAY OF HOUSING PART OF THE POPULATION.	3.92	3.30	.61	9.09	.000
38	THE BEST PLACE TO SHOP IS AT A SUBURBAN SHOPPING CENTRE.	3.01	3.55	-.54	-13.64	.000
3	THE TWO BRIDGES OVER BURRARD INLET ARE SUFFICIENT TO HANDLE ALL TRAFFIC BETWEEN VANCOUVER AND THE NORTH SHORE.	1.99	2.48	-.50	-11.01	.000
63	ONLY WHEN PUBLIC OPINION IS LOUD ENOUGH WILL THE GOVERNMENT ACT.	3.98	3.59	.40	10.54	.000
21	MANY URBAN PROBLEMS ARE APPARENT ONLY TO EXPERTS. ORDINARY PEOPLE ARE LARGELY UNAWARE OF THEIR SURROUNDINGS.	2.34	2.72	-.38	-8.75	.000
42	I TRUST MY FEELINGS MORE THAN MY THOUGHTS.	3.07	2.70	.37	9.67	.000
20	PUBLIC OPINION IS MEANINGLESS SINCE THE PUBLIC DOESN'T UNDERSTAND WHAT IS GOING ON IN THE CITY.	2.06	2.42	-.36	-8.85	.000
54	IN COMPARISON WITH OTHER PLACES IN B.C. MY COMMUNITY IS THE BEST PLACE TO LIVE.	3.20	2.84	.36	9.07	.000
52	I LIKE THE VARIETY OF STIMULATION ONE FINDS IN A CITY.	3.80	3.50	.30	9.01	.000
46	THERE IS NO POINT IN PAYING RENT MONTH AFTER MONTH WHEN ONE COULD BE USING THIS MONEY TO BUY A HOUSE.	3.78	3.50	.28	7.29	.000
45	CITIES CONTAIN THE BEST ASPECTS OF MODERN LIFE.	3.01	2.74	.27	7.14	.000
35	PEOPLE IN VANCOUVER SEEM TO THINK THAT THEY ARE SUPERIOR TO PEOPLE FROM THE REST OF THE PROVINCE.	2.90	2.63	.27	6.45	.000
9	THE SIZE OF GREATER VANCOUVER'S POPULATION MUST BE LIMITED EVEN IF IT MEANS LESS ECONOMIC DEVELOPMENT.	2.92	3.18	-.26	-5.76	.000
36	WOMEN SHOULD HAVE COMPLETE AND TOTAL CONTROL OVER THEIR BODIES.	4.15	3.89	.26	6.30	.000
18	WELFARE SHOULD BE RESTRICTED TO THOSE WHO ARE INCAPABLE OF WORKING.	3.31	3.56	-.25	-5.21	.000
1	THE CITY GROWS BEST THROUGH PRIVATE DECISIONS BY INDIVIDUALS WHO KNOW THEIR OWN NEEDS.	2.59	2.37	.22	4.97	.000
10	NO FORM OF PUBLIC TRANSPORTATION SUBSTITUTES FOR THE CONVENIENCE OF THE PRIVATE AUTOMOBILE.	2.75	2.55	.20	4.02	.000

Table 5 - Comparison of 1990 Survey Results to 1973 Survey Results: Differences in Mean Response (Cont.)

		1990	1973	Diff.	Tscore	Prob.
14	MOST PEOPLE DO NOT CARE ABOUT CIVIC ISSUES.	2.86	3.05	-.19	-4.49	.000
33	OWNING LAND PROVIDES A SATISFACTION THAT CAN BE OBTAINED IN NO OTHER WAY.	3.52	3.33	.19	4.59	.000
13	THE ECONOMY OF GREATER VANCOUVER MUST BE ALLOWED TO CONTINUE TO GROW AND WAYS WILL JUST HAVE TO BE FOUND TO ACCOMMODATE ANY FUTURE INCREASES IN POPULATION.	3.29	3.10	.19	4.15	.000
22	WE SHOULDN'T WORRY ABOUT A FEW DISSENTING INDIVIDUALS. IT IS THE MAJORITY WE SHOULD PLAN FOR.	3.12	3.28	-.17	-4.00	.000
48	CHILDREN NEED TO GROW UP WHERE THERE IS LOTS OF OPEN SPACE.	3.74	3.58	.16	4.[illegible]	.000
53	WHAT A PERSON FEELS ABOUT SOMETHING IS A TRUER GUIDE TO HIS CHARACTER THAN WHAT HE THINKS ABOUT.	3.33	3.18	.16	4.52	.000
5	FUTURE HOUSING SHOULD BE BUILT IN HIGHER DENSITIES ON THE SITE OF CURRENT HOUSING RATHER THAN ON EXISTING OPEN LAND.	3.00	2.85	.16	3.59	.000
44	THE CULTURAL LIFE OF THE CITY IS IMPORTANT TO ME.	3.79	3.64	.15	4.31	.000
24	WE MUST PRESERVE THE RIGHT NOT TO WORK AS WELL AS THE RIGHT TO WORK.	2.87	2.72	.15	3.28	.001
11	PLENTIFUL JOBS WILL MAKE THE PEOPLE OF GREATER VANCOUVER MUCH HAPPIER THAN ANYTHING THE NATURAL ENVIRONMENT CAN PROVIDE.	2.53	2.67	-.14	-3.05	.002
51	CITIES ARE VERY LONELY PLACES.	2.7[illegible]	2.93	-.14	-3.30	.001
27	CIVIC LEADERS SHOULD REALIZE THAT THEY ARE NOT DEALING WITH AN IGNORANT MASS BUT WITH GROUPS OF RESPONSIBLE, KNOWLEDGEABLE CITIZENS.	4.0[illegible]	3.90	.13	4.39	.000
31	PROPOSED DEVELOPMENT SHOULD ONLY PROCEED WITH THE APPROVAL OF LOCAL RESIDENTS.	3.80	3.68	.13	3.34	.001
2	HIGH RISE APARTMENTS SHOULD BE CONFINED TO ONE AREA OF THE CITY.	2.90	3.01	-.11	-2.22	.026
57	I WOULD NOT RAISE CHILDREN IN A CITY ENVIRONMENT.	2.72	2.63	.09	2.11	.035
40	HOUSE OWNERSHIP IS MORE TROUBLE THAN IT IS WORTH.	2.05	2.12	-.07	-2.17	.030
26	ATTEMPTING TO MIX LIFESTYL[illegible] IN ANY ONE PART OF THE CITY ONLY LEADS TO [illegible]RICTION.	2.51	2.57	-.06	-1.60	.110
37	ON THE WHOLE, THE FUTURE [illegible]OING TO BE BETTER THAN THE PRESENT.	3.16	3.22	-.06	-1.60	.110
28	PUBLIC AGENCIES ARE MORE CONCERNED WITH PEOPLES' NEEDS THAN ARE PRIVATE ENTERPRISES.	3.30	3.24	.06	1.53	.127

Table 5 - Comparison of 1990 Survey Results to 1973 Survey Results: Differences in Mean Response (Cont.)

		1990	1973	Diff.	Tscore	Prob.
50	CONCENTRATING COMMERCIAL AND INDUSTRIAL DEVELOPMENT INTO CITIES IS THE ONLY WAY TO PRESERVE OPEN SPACE.	2.58	2.52	.05	1.47	.142
47	THE VARIETY OF STORES FOUND IN THE CENTRAL CITY IS ESSENTIAL TO PROVIDE FOR MY NEEDS.	3.04	2.99	.05	1.28	.199
39	IT IS RIDICULOUS TO EXPECT TWO ADULTS TO LIVE ALL OF THEIR LIVES TOGETHER.	2.06	2.01	.05	1.50	.134
49	THE SUBURBS ARE A CULTURAL WILDERNESS.	2.68	2.63	.05	1.28	.202
32	GETTING TO WORK IS NO PARTICULAR PROBLEM FOR ME.	3.64	3.60	.05	1.17	.243
43	A SINGLE FAMILY HOUSE IS NOT ESSENTIAL FOR A TRUE "FAMILY LIFE".	3.20	3.25	-.05	-1.08	.282
19	DECISIONS IN GREATER VANCOUVER COULD BE MADE BETTER IF LEFT TO PROFESSIONAL CITY MANAGERS.	2.61	2.66	-.04	-1.11	.267
7	PRIVATE DEVELOPERS AND BUSINESSMEN OFTEN KNOW BETTER THAN ANY PUBLIC BODY WHERE DEVELOPMENT SHOULD OR SHOULD NOT OCCUR.	2.21	2.25	-.04	-.91	.365
55	IF AIR AND WATER POLLUTION PROBLEMS GET ANY WORSE I WILL LEAVE THE LOWER MAINLAND.	2.70	2.73	-.04	-.88	.379
29	ALTHOUGH A MINORITY OF PEOPLE ARE SUFFERING HARDSHIP, MOST PEOPLE IN OUR SOCIETY ARE COMFORTABLE ENOUGH.	3.28	3.31	-.03	-.74	.457
61	WE SHOULD ENCOURAGE DIVERSITY OF LIFE-STYLES IN THE CITY.	3.88	3.85	.03	.97	.335
8	HOUSING DEVELOPMENTS SHOULD CONTAIN A VARIETY OF INCOME GROUPS.	3.84	3.87	-.03	-.76	.450
17	DOWNTOWN VANCOUVER IS ALREADY TOO CROWDED. FUTURE COMMERCIAL AND OFFICE DEVELOPMENTS SHOULD BE CHANNELLED TO OTHER PARTS OF THE REGION.	3.61	3.59	.03	.67	.500
34	MARRIAGE AS A SOCIAL INSTITUTION IS LOSING ITS SIGNIFICANCE TODAY.	3.11	3.08	.03	.59	.555
41	MY LIFE IS PRETTY MUCH WHAT I THOUGHT IT WOULD BE TEN YEARS AGO.	2.79	2.78	.01	.29	.769
15	IT IS BETTER TO HAVE HIGH RISE APARTMENTS DISPERSED OVER THE CITY RATHER THAN CONCENTRATED IN ONE AREA.	3.20	3.20	-.01	-.13	.895
56	IF THE POPULATION OF METROPOLITAN VANCOUVER DOUBLED IN THE NEXT TEN YEARS I WOULD MOVE OUT.	2.91	2.91	.00	.10	.918

IV. SURVEY RESULTS

A. ENVIRONMENT

The 1973 and 1990 surveys probed people's attitudes toward a number of environmental issues. The results in each case reflected high evels of concern about pollution and the importance of protecting and preserving the natural environment. The data presented below are consistent with results published in recent years from national and local surveys, and clearly indicate a willingness on the part of most respondents to take an active role in protecting and improving the environment.

The results from questions concerning the environment are reported below under two headings:

1. Pollution
2. Open Space and Natural Areas

Examination of the histograms, ranks and mean scores illustrate the high levels of importance attached to these issues by the majority of repondents. For example, five issues relating to pollution ranked among the top ten issues in the survey. Significantly higher responses were given by women both in terms of the importance of these issues, and in terms of willingness to pay taxes to clean up air and water pollution.

1. Pollution

Significantly higher variations in reponse to questions about pollution include:

- The importance of Hazardous Waste Disposal is rated higher than average among respondents in Vancouver Centre, North Vancouver and Coquitlam.

- Water Pollution from Industry (ranked second overall) is rated significantly higher by those in the the 25 to 34 age cohort and among respondents in North Vancouver, Surrey North, Surrey South and Coquitlam.

- Air Pollution from Industry (jointly ranked second) is also rated higher by the 25 to 34 age cohort as well as by respondents in Langley.

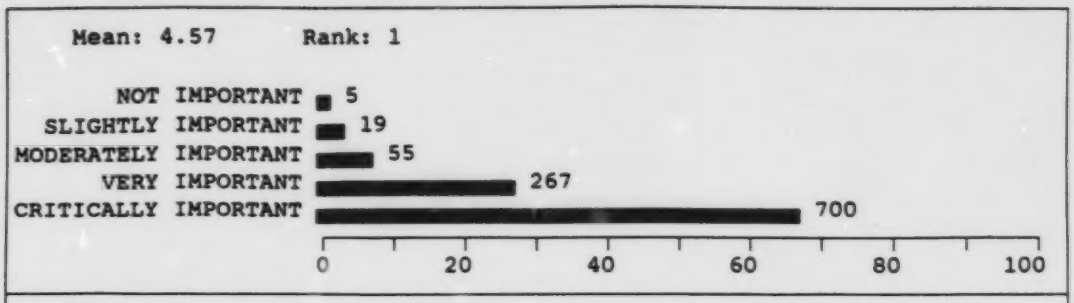
- The issue of Garbage Recycling is ranked fourth overall with significantly higher responses among the 25 to 34 age cohort and in Vancouver Centre, North Vancouver, Langley and Coquitlam.

- In response to the statement "Pollution from automobiles should be reduced by

increasing fees, tolls or taxes", significant variations occur between respondents in Multiple Family dwellings (high) and Single Family dwellings (low), by the educational level of those interviewed (people who had undergraduate and post-gradute university degrees have higher than average responses), and among those living in Vancouver Centre and Vancouver Westside (high) and Surrey North (low).

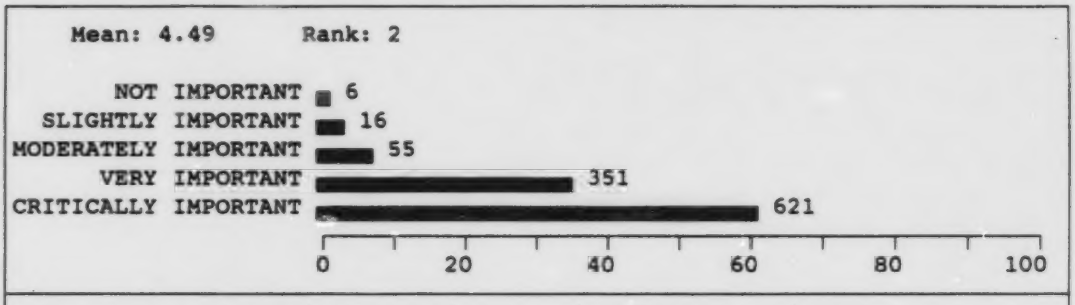
- People with university undergraduate degrees were more likely to favour paying taxes to clean up air and water pollution.

171. IMPORTANCE OF: HAZARDOUS WASTE DISPOSAL



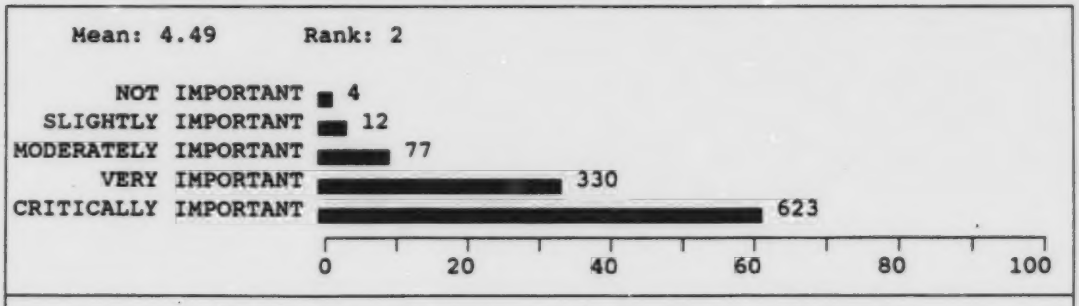
Variation:	Sex	Housing	Age	Education	Region
High	F				VC,NV,CQ
Low	M				BS,NW,WV,D,MR

162. IMPORTANCE OF: WATER POLLUTION FROM INDUSTRY



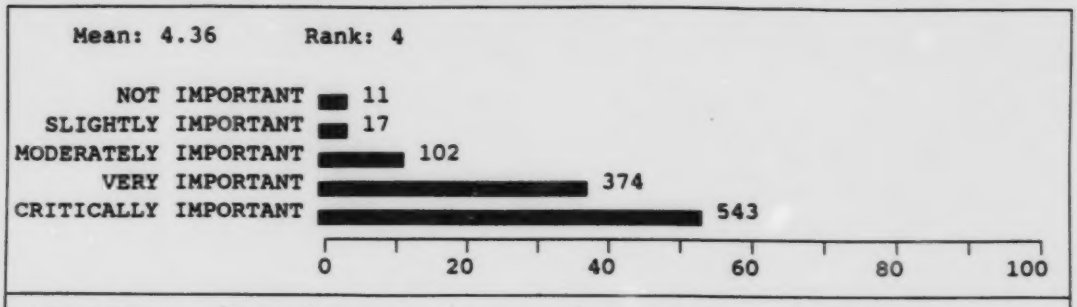
Variation:	Sex	Housing	Age	Education	Region
High	F		25		NV,SN,SS,CQ
Low	M				VE,BS,MR

167. IMPORTANCE OF: AIR POLLUTION FROM INDUSTRY



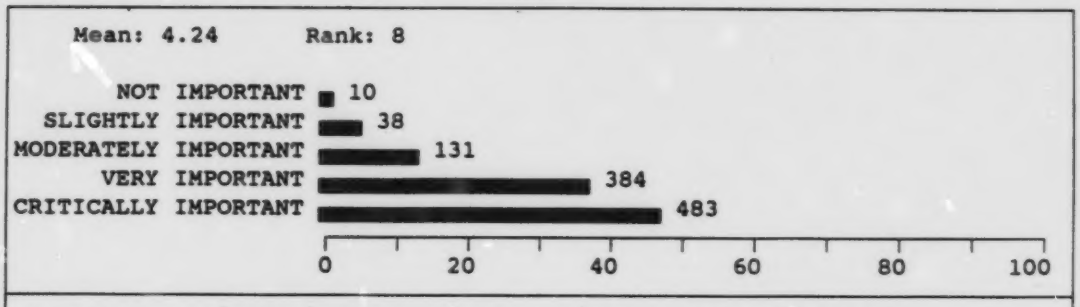
Variation:	Sex	Housing	Age	Education	Region
High	F		25		L
Low	M		65	PG	VE,BS,R

170. IMPORTANCE OF: GARBAGE RECYCLING



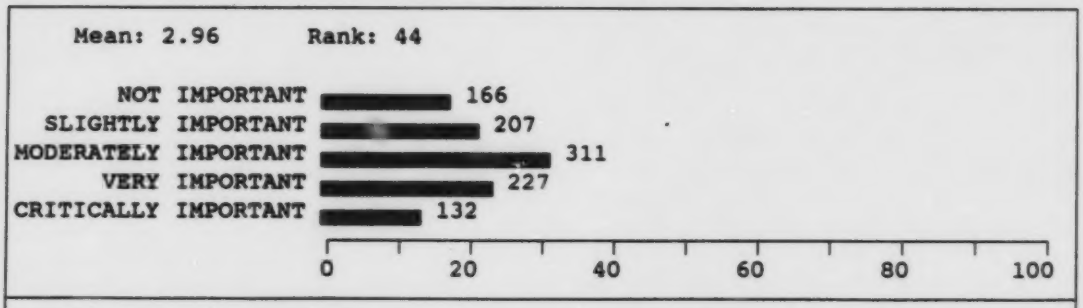
Variation:	Sex	Housing	Age	Education	Region
High	F		25		VC,NV,L,CQ
Low	M				VE,BS,NW,WV,D,MR

166. IMPORTANCE OF: AIR POLLUTION FROM AUTOS



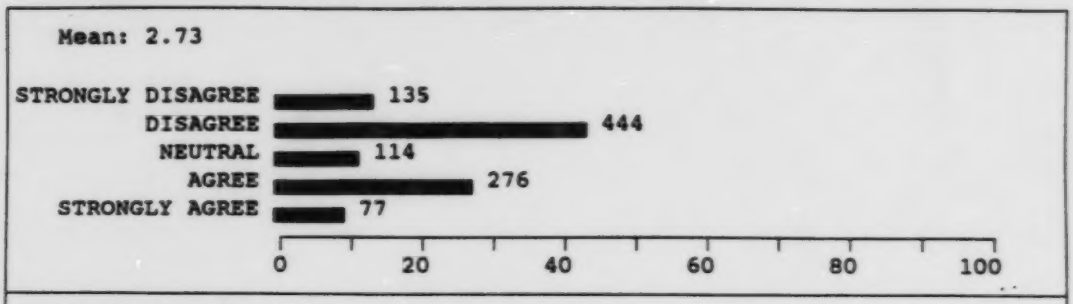
Variation:	Sex	Housing	Age	Education	Region
High	F			UG	CQ
Low	M				R

169. IMPORTANCE OF: VISUAL POLLUTION FROM SIGNS



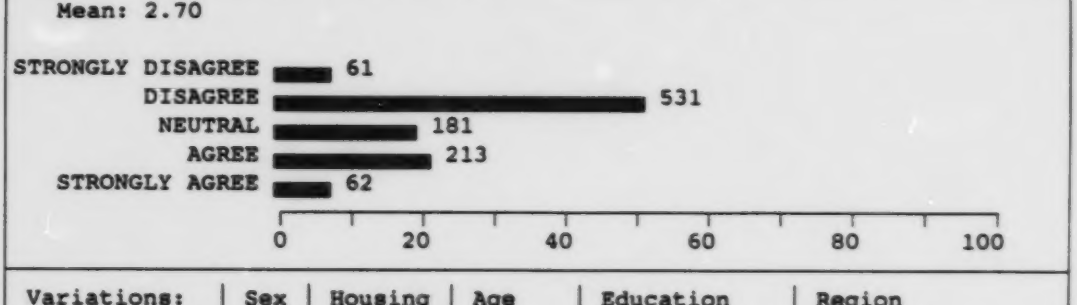
Variation:	Sex	Housing	Age	Education	Region
High					WV,NV,MR,CQ
Low					

59. POLLUTION FROM AUTOMOBILES SHOULD BE REDUCED BY INCREASING FEES, TOLLS OR TAXES.



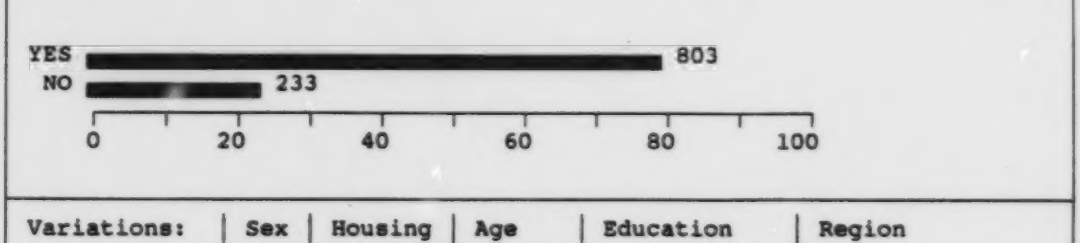
Variations:	Sex	Housing	Age	Education	Region
High		Multi		UG,PG	VC,VW
Low		SF			SN

55. IF AIR AND WATER POLLUTION PROBLEMS GET ANY WORSE, I WILL LEAVE THE LOWER MAINLAND.



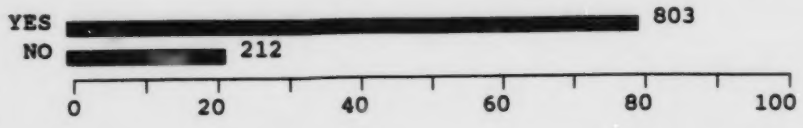
Variations:	Sex	Housing	Age	Education	Region
High			25		CQ
Low			55	PG	VW

73. WOULD PAY TAXES TO: CLEAN UP AIR POLLUTION



Variations:	Sex	Housing	Age	Education	Region
Yes	F			UG,PG	
No	M		65	SS,SC	BS

74. WOULD PAY TAXES TO: CLEAN UP WATER POLLUTION



Variations:	Sex	Housing	Age	Education	Region
Yes	F		25,35,45	UG	CQ
No	M		65	SS,HG,SC	BS,NW

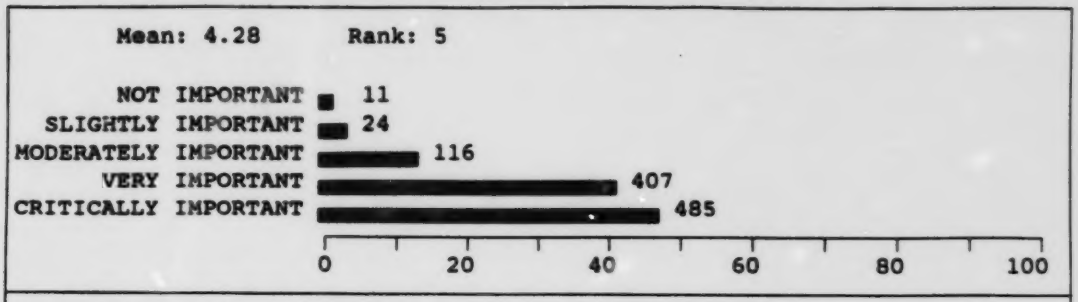
2. *Open Space and Natural Areas*

Concern over the importance of protecting and preserving open space and natural areas is rated more highly among women throughout the Region than among men, and among the 25 to 34 and 35 to 44 age cohorts. Other notable variations include:

- Respondents in South Surrey and Coquitlam tend to express higher levels of concern than those in other parts of the Region for preserving open space and protecting natural areas, whereas people interviewed in Burnaby South and New Westminster have lower than average responses to these questions.

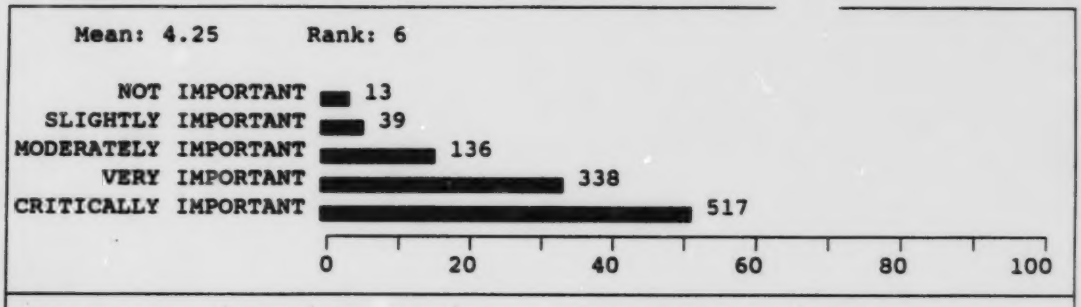
- Responses among residents of Maple Ridge tend to be higher than the average to issues such as the importance of protecting undeveloped open space, the importance of open green space between neighbourhoods, and developing more public parks, but in contrast are lower than average on issues such as protecting the Fraser Estuary and protecting existing agricultural reserves.

188. IMPORTANCE OF: PRESERVING THE NATURAL ENVIRONMENT



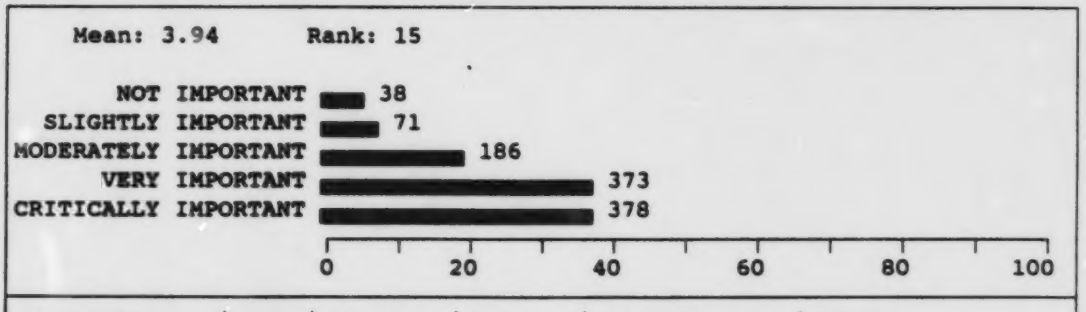
Variation:	Sex	Housing	Age	Education	Region
High			25		
Low					BS,NW,D

168. IMPORTANCE OF: PROTECTING THE FRASER ESTUARY



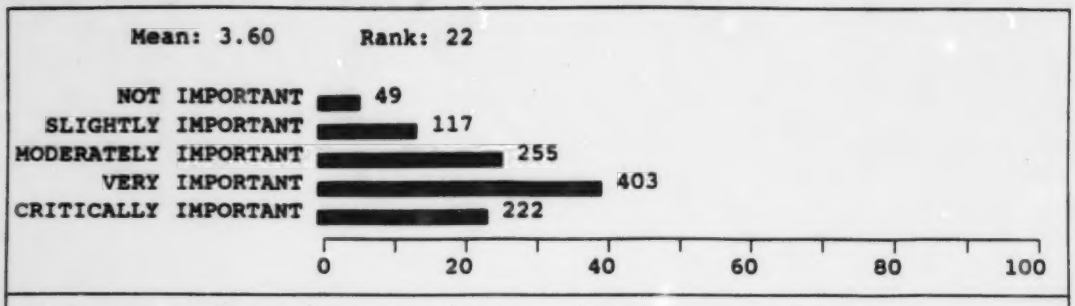
Variation:	Sex	Housing	Age	Education	Region
High					SS,L,CQ
Low			18		BS,NW,MR

163. IMPORTANCE OF: PROTECTING EXISTING AGRICULTURAL RESERVES



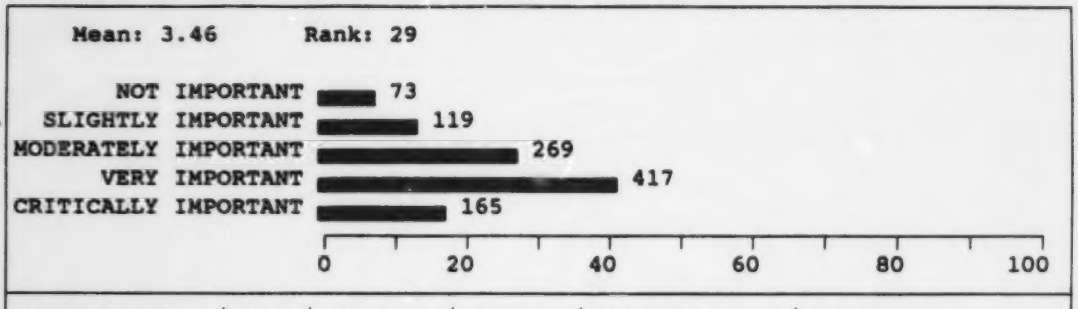
Variation:	Sex	Housing	Age	Education	Region
High	F			HS	SS,L,CQ
Low	M			PG	BS,NW,MR

159. IMPORTANCE OF: PRESERVING UNDEVELOPED OPEN SPACE



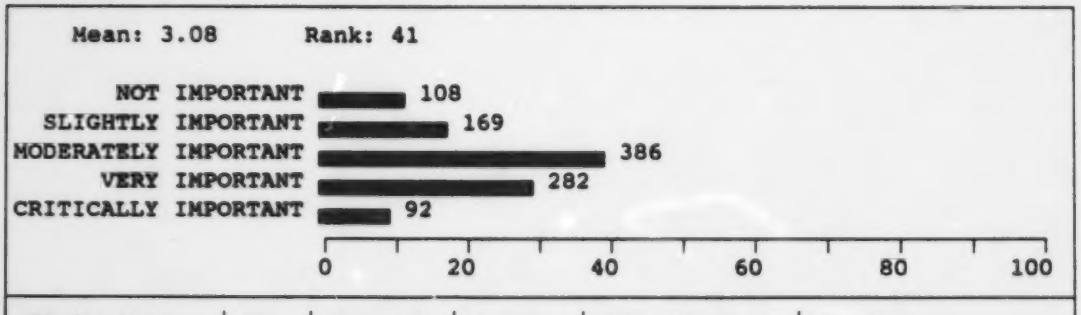
Variation:	Sex	Housing	Age	Education	Region
High	F			UG	WV,NV,MR
Low	M		18	SS	BS

155. IMPORTANCE OF: OPEN GREEN SPACE BETWEEN NEIGHBOURHOODS



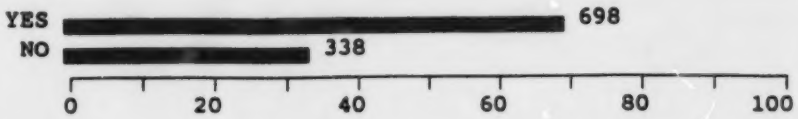
Variation:	Sex	Housing	Age	Education	Region
High	F		25	UG	SS,MR,CQ
Low	M			SS	

185. IMPORTANCE OF: DEVELOPING MORE PUBLIC PARKS



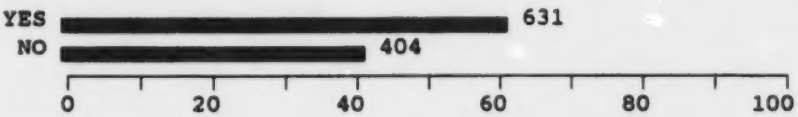
Variations:	Sex	Housing	Age	Education	Region
High	F		35		WV,SS,MR,CQ
Low	M		45		

75. WOULD PAY TAXES TO: CONSERVE EXISTING OPEN SPACE



Variations:	Sex	Housing	Age	Education	Region
Yes	F				
No	M				

80. WOULD PAY TAXES FOR: AGRICULTURAL LAND RESERVES



Variations:	Sex	Housing	Age	Education	Region
Yes	F				SN,SS,VE
No	M				D

B. COMMUNITY LIFE

Forty-one different variables in the 1990 survey probed respondents' attitudes toward various aspects of community life. These included questions about Health and Public Safety, Housing, Attitudes Toward Diversity, Social Problems, Family, Immigration and other spects of City Life, and are presented in separate sub-sections.

Respondents also were given a set of seven community life issues and were asked to rank in order of preference those issues which they regarded as the three most urgent requiring a governmental response. Answers to this question are presented in Table 6 below, which shows mean rankings broken down by age categories. The column on the extreme right shows the overall ranking of the seven issues, which is as follows:

1 Loss of rental housing stock, especially for seniors.
2 Employment creation.
3 Rising property values and taxes.
4 Leisure facilities and the preservation of green spaces.
5 Special needs placed on educational resources.
6 Demolitions and the changing appearance of neighbourhoods.
7 In-migration from outside the metropolitan area.

The table also indicates differences in the mean scores among the six age cohort categories, and can be interpreted by examining each of the rows to determine differences in the ranking of each individual issue by age cohort (for example, the top ranked issue, Loss of Rental Housing Stock, is significantly higher among the 55 to 64 and over 65 age cohorts compared to other age groups) and by exmining the columns to determine differences in rankings of all of the issues for any specific age cohort. A plus or minus sign next to an asterisk indicates whether the response was significantly higher or lower than the scores for the other age groups on that particular issue.

TABLE 6 - COMMUNITY LIFE ISSUES

QUESTION: Rank in order of preference those issues which you regard as the three most urgent requiring a governmental response.

(NOTE: The mean rankings by age categories are presented below. Values with an asterisk indicate that the mean score of a given age group differed significantly from scores for the other age groups on that particular issue.)

	AGE CATEGORIES						
	18-24	25-34	35-44	45-54	55-64	65+	TOTAL
ISSUES							
LEISURE FACILITIES & PRESERVATION OF GREEN SPACES	5	4	5	4	5	4	4
DEMOLITIONS & CHANGING APPEAR. OF NEIGHBOUR.	6	6	6	6	4	3 (*+)	6
LOSS OF RENTAL HOUSING STOCK ESP. SENIORS'	1	1	1	1	1 (*+)	1 (*+)	1
EMPLOYMENT CREATION	2	3	2	2 (*+)	3	6 (*-)	2
RISING PROPERTY VALUES & TAXES	3	2	3	3	2 (*+)	2	3
SPECIAL NEEDS PLACED ON EDUC. RESOURCES	4	5	4	5	6	5 (*-)	5
IN-MIGRATION FROM OUTSIDE METRO AREA	7 (*+)	7	7	7	7	7	7

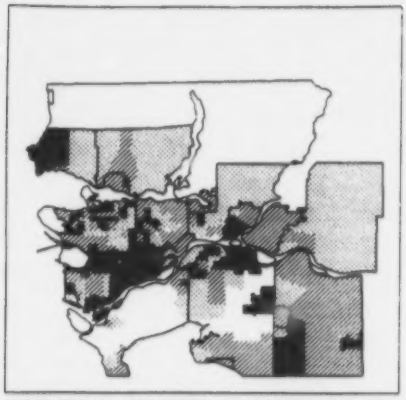
The regional variation of rankings of the seven Community Life issues is presented in the maps on the following three pages. The first map covers the entire GVRD Region, the second focuses on the City of Vancouver and the third shows Burnaby, New Westminster, North Surrey and the north-east portion of the Region.

The maps display the distribution of respondents' attitudes concerning the urgency of all seven of the issues. Darker shading represents areas where the issue in question was given a high ranking; light shading represents areas where the ranking was low. The methodology underlying construction of the maps is discussed in the Map Appendix.

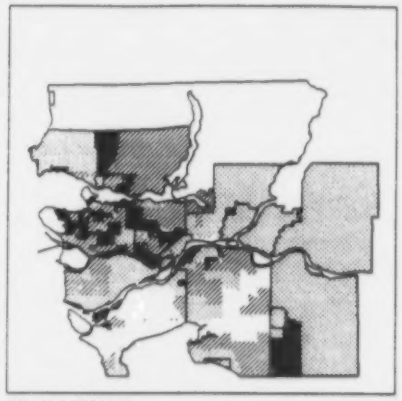
The maps show that Loss of Rental Housing is seen as most urgent in many parts of the Region, notably in Vancouver. Employment Creation is considered urgent in parts of Vancouver East, Burnaby, Surrey and Port Coquitlam. Rising Property Values and Taxes are a concern in Burnaby, and Demoltions are viewed as more urgent in Vancouver Westside.

Greater Vancouver Urban Futures Survey 1990 - QUESTIONS 89 - 91

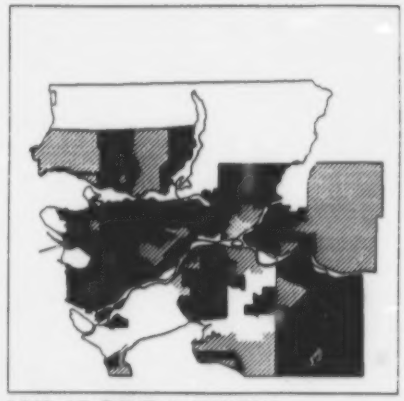
RANKING OF SEVEN COMMUNITY LIFE ISSUES



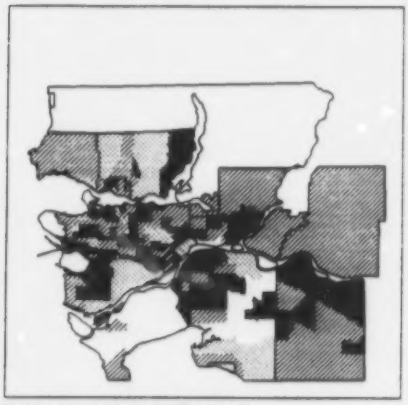
LEISURE FACILITIES & GREEN SPACE



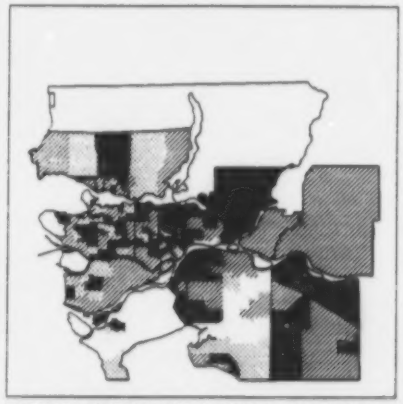
DEMOLITIONS



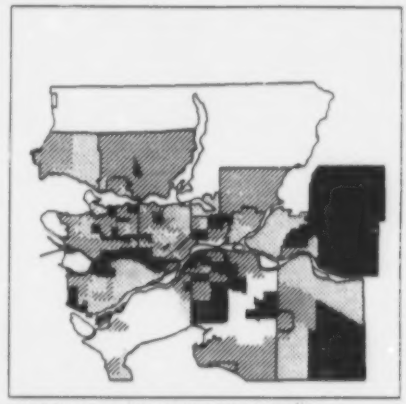
LOSS OF RENTAL HOUSING



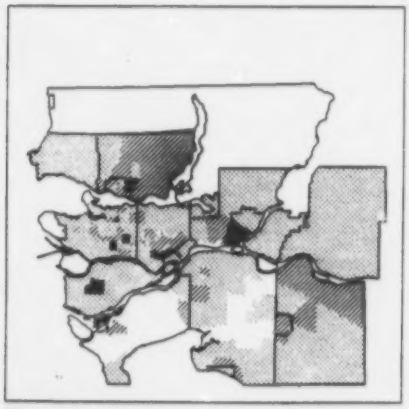
EMPLOYMENT CREATION



RISING PROPERTY VALUES & TAXES



SPECIAL EDUCATIONAL NEEDS



IN-MIGRATION

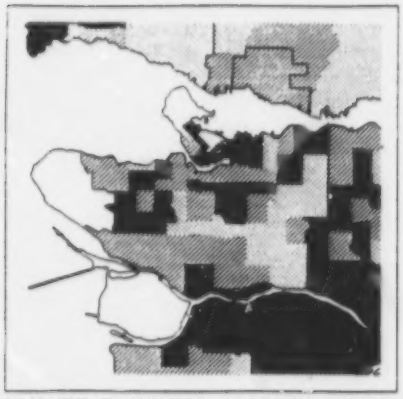
Respondents were asked to list in order of importance the three issues considered most urgent.

The ranks were converted to scores in the range of 0 to 3.

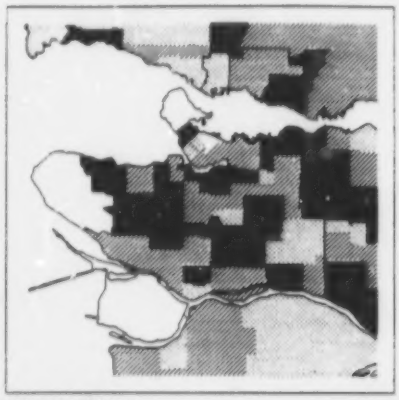
Note: Darker shading signifies greater urgency.

Greater Vancouver Urban Futures Survey 1990 - QUESTIONS 89 - 91

RANKING OF SEVEN COMMUNITY LIFE ISSUES

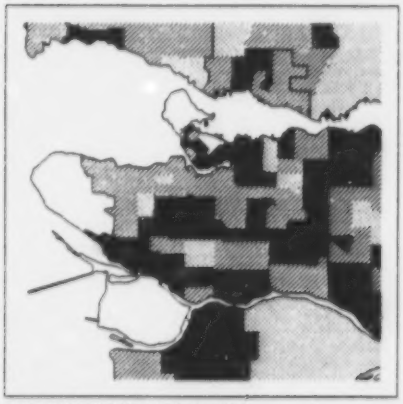


LEISURE FACILITIES & GREEN SPACE

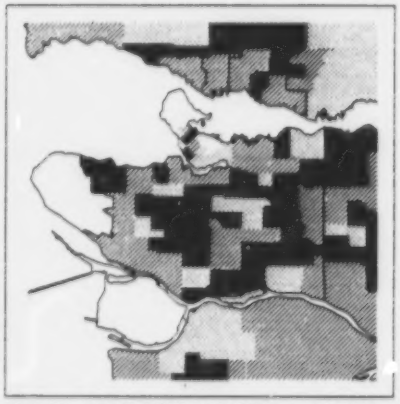


DEMOLITIONS

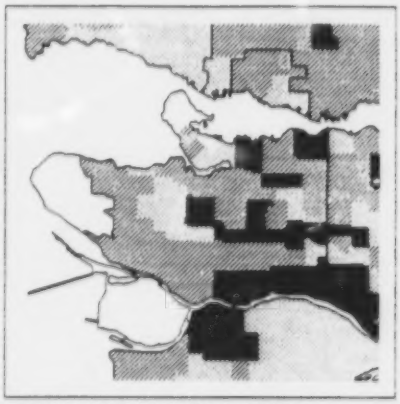
LOSS OF RENTAL HOUSING



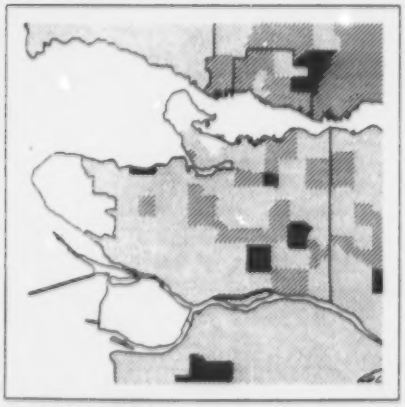
EMPLOYMENT CREATION



RISING PROPERTY VALUES & TAXES



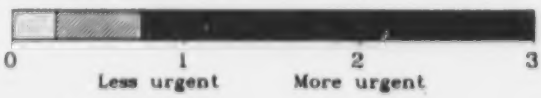
SPECIAL EDUCATIONAL NEEDS



IN-MIGRATION

Respondents were asked to list in order of importance the three issues considered most urgent.

The ranks were converted to scores in the range of 0 to 3.

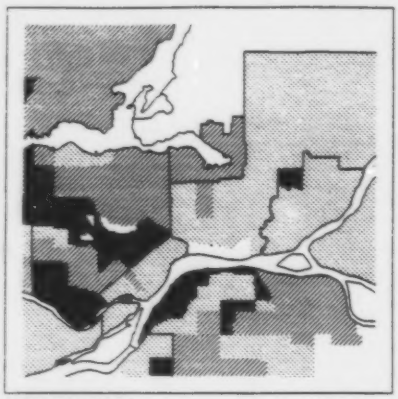


Note: Darker shading signifies greater urgency.

Greater Vancouver Urban Futures Survey 1990 - QUESTIONS 89 - 91

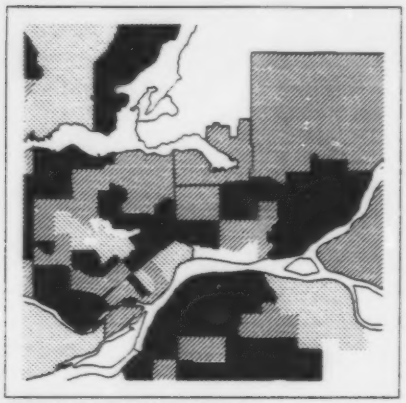
RANKING OF SEVEN COMMUNITY LIFE ISSUES

LEISURE FACILITIES & GREEN SPACE



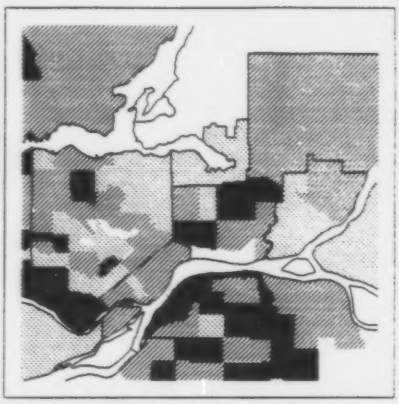
DEMOLITIONS

LOSS OF RENTAL HOUSING

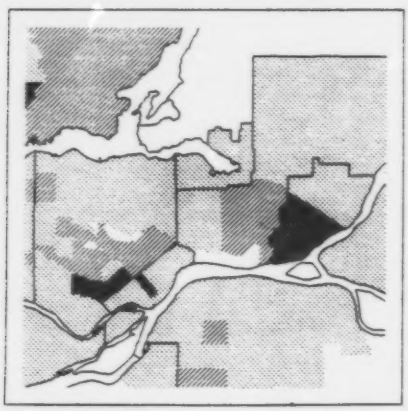


EMPLOYMENT CREATION

RISING PROPERTY VALUES & TAXES



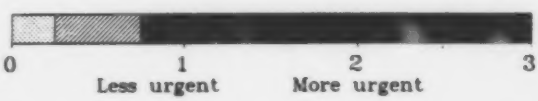
SPECIAL EDUCATIONAL NEEDS



IN-MIGRATION

Respondents were asked to list in order of importance the three issues considered most urgent.

The ranks were converted to scores in the range of 0 to 3.

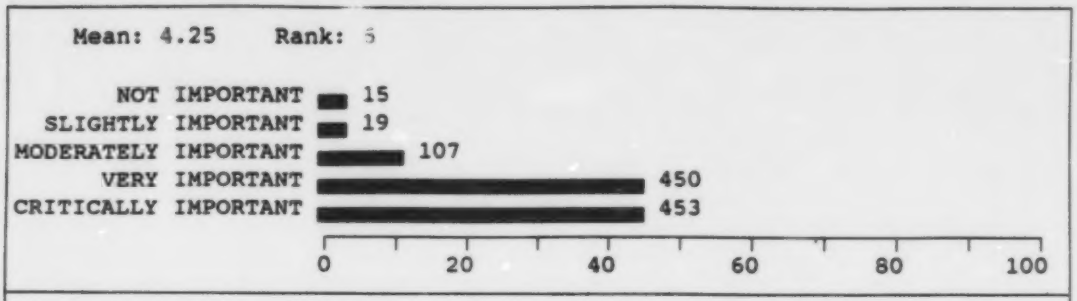


Note: Darker shading signifies greater urgency.

1. Health and Public Safety

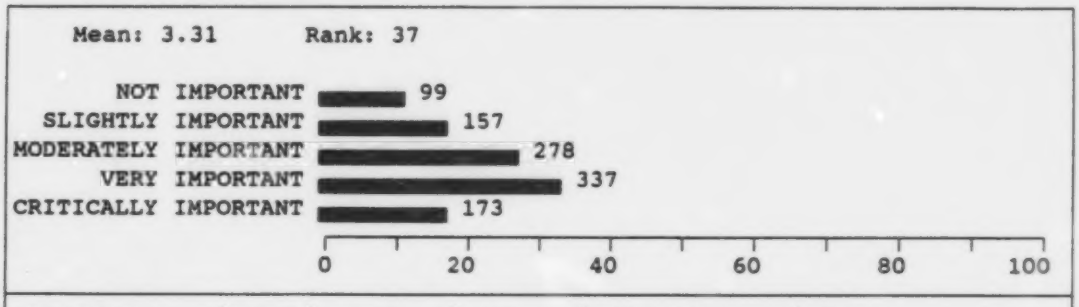
Women responded significantly higher than men to each of the four questions on health and public safety. The issue of Provision of Health Care ranks very highly (in the fifth position), and responses are significantly higher from those in the 65 and over age cohort and residents of Surrey North. The relative importance of health care has increased greatly since the 1973 survey. In addition, 82% of respondents are in agreement with the statement "Patients are waiting too long for necessary surgery".

181. PROVISION OF HEALTH CARE



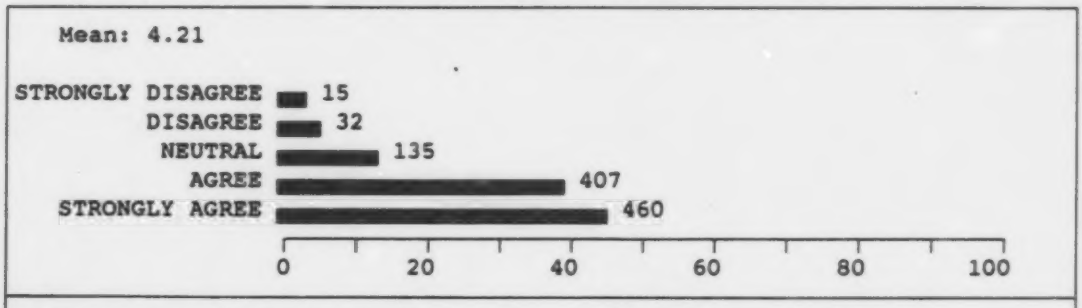
Variation:	Sex	Housing	Age	Education	Region
High	F		65		SN
Low	M			PG	BS

191. EARTHQUAKE SAFETY



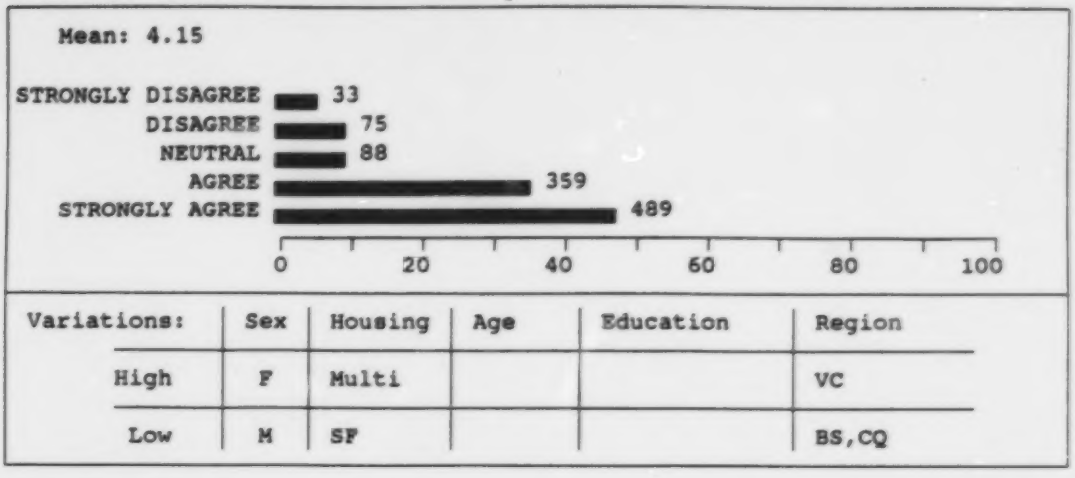
Variation:	Sex	Housing	Age	Education	Region
High	F				
Low	M			SS	BS,WV,MR

16. PATIENTS ARE WAITING TOO LONG FOR NECESSARY SURGERY.



Variations:	Sex	Housing	Age	Education	Region
High	F				
Low	M			UG,PG	BS

36. WOMEN SHOULD HAVE COMPLETE CONTROL OVER THEIR BODIES.



Variations:	Sex	Housing	Age	Education	Region
High	F	Multi			VC
Low	M	SF			BS,CQ

2. *Housing*

Highlights from the questions on housing include:

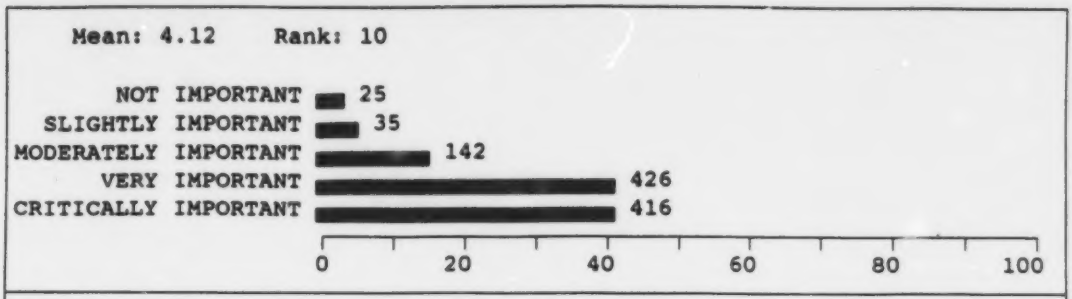
- The issue of housing affordability is ranked 10th among the 54 Community and Regional Issues, with 80% of respondents rating it as either very important or critical. Respondents most concerned about this issue include residents of Burnaby North, households in multiple family dwellings and those aged 65 and over.

- Residents of multi family dwellings tend to rate housing issues higher than do residents of single family housing except for two cases: question 46, "There is no point in paying rent month after month when one could be using this money to buy a house"; and question 33, "Owning land provides a satisfaction that can be obtained in no other way".

- Variations in responses to housing issues among the age cohorts reveal high levels of concern for affordable housing among the elderly and, not unexpectedly, among the 25 to 34 age cohort on the importance of affordable housing for first time buyers. In addition, variations by level of education, where significant, tend to reveal more concern about housing among those who had some school or had graduated from high school, in contrast to lower responses among those who had undergraduate or post-graduate degrees.

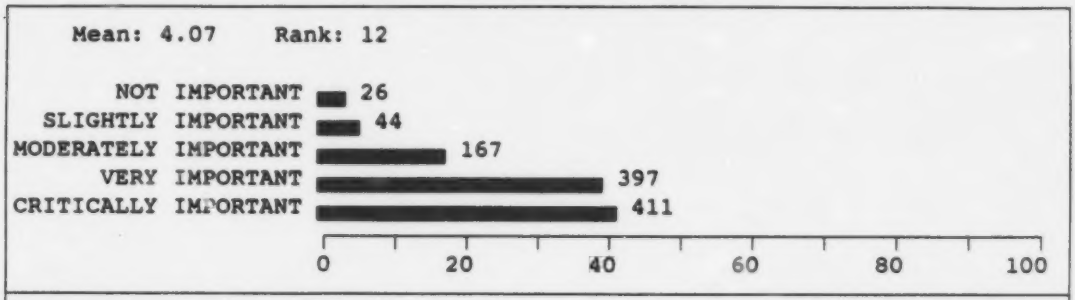
- In general, concern about housing affordability is lower in West Vancouver and Maple Ridge.

183. IMPORTANCE OF: AFFORDABLE HOUSING



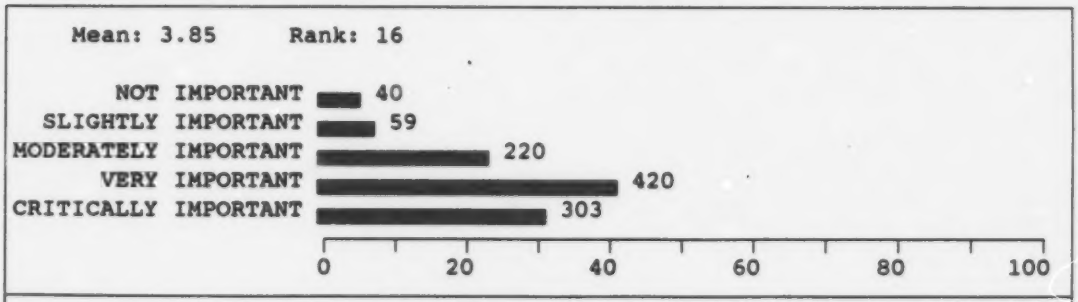
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	65		BN
Low	M	SF			BS,WV,MR

199. IMPORTANCE OF: AFFORDABLE HOUSING FOR THE FIRST TIME BUYER



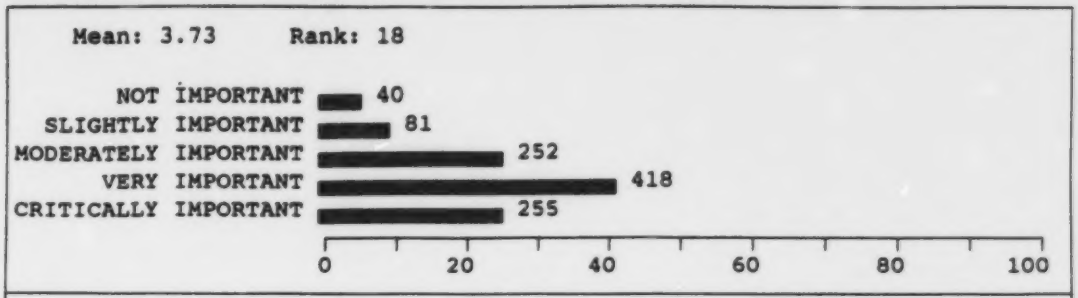
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	25	SS,HS	SN,MR
Low	M	SF	45	UG,PG	VW,BS,D

190. IMPORTANCE OF: INCREASING THE HOUSING SUPPLY



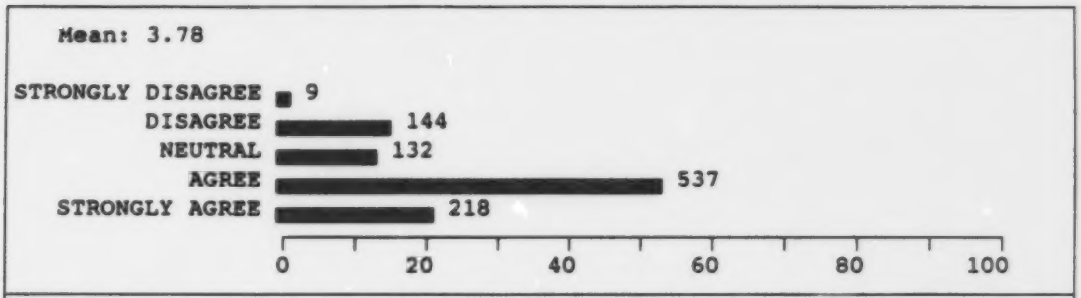
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	65		NV,L
Low	M	SF			WV,D,MR

198. IMPORTANCE OF: HOUSING FOR THE ELDERLY WHERE THEY DESIRE



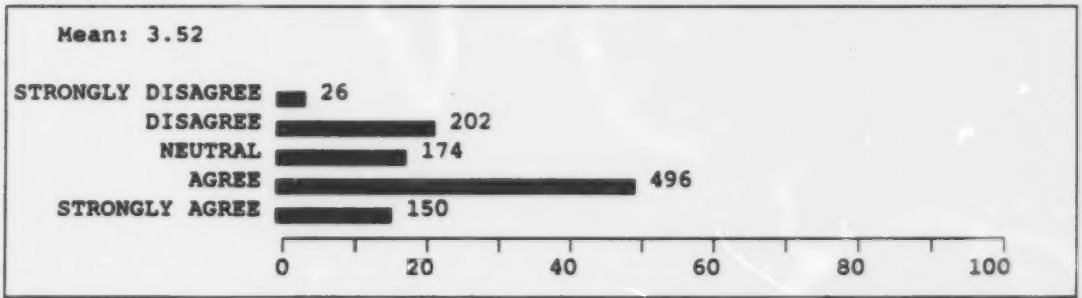
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	65		
Low	M	SF			WV,D,MR

46. THERE IS NO POINT IN PAYING RENT MONTH AFTER MONTH WHEN ONE COULD BE USING THIS MONEY TO BUY A HOUSE.



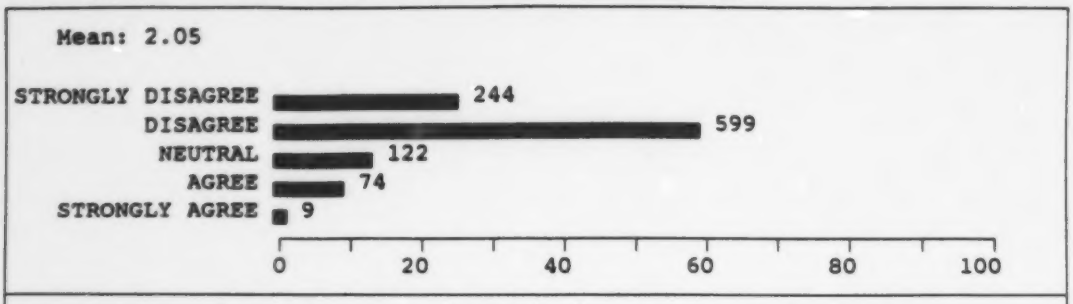
Variation:	Sex	Housing	Age	Education	Region
High		SF	25		BN,MR
Low		Multi			VC

33. OWNING LAND PROVIDES A SATISFACTION THAT CAN BE OBTAINED IN NO OTHER WAY.



Variation:	Sex	Housing	Age	Education	Region
High		SF	65	SS,HS	
Low		Multi		SC,UG,PG	VC

40. HOUSE OWNERSHIP IS MORE TROUBLE THAN IT IS WORTH.



Variation:	Sex	Housing	Age	Education	Region
High	M	Multi	18	A	D,MR
Low	F	SF	55	PG	VC,BS

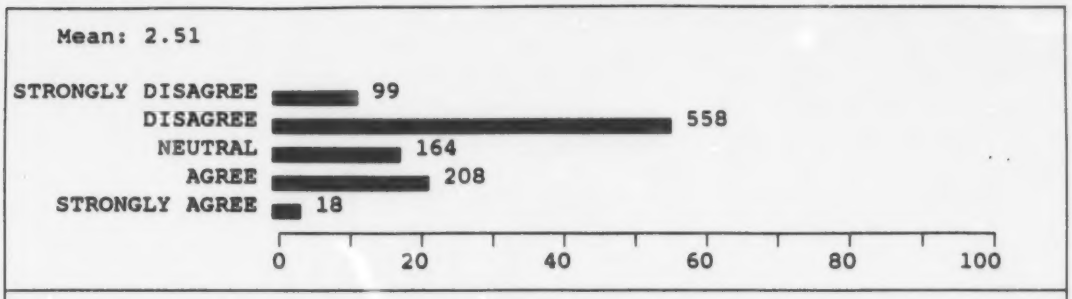
3. Diversity

Two questions addressed the issue of diversity of life-styles in the city. The general trend from the responses suggests that the issue of encouraging diversity and mixing lifestyles is viewed favourably, although there were interesting variations in the response.

- In response to the statement "Attempting to mix lifestyles in any one part of the city only leads to friction:, higher than average responses are reported by males, by households in single family dwellings, among the 55 to 64 and 65 and over age cohorts and among those whose educational levels include some high school, high school graduation or apprenticeship. Also, above average responses are found among respondents in Richmond, Coquitlam and throughout Burnaby.

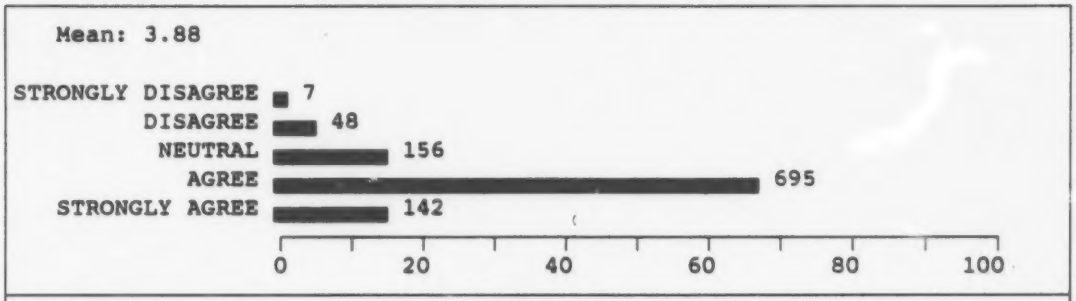
- When the general issue of encouraging diversity of lifestyles was broached, there was agreement from over 75% of respondents. Higher than average responses were recorded among households in multiple family dwellings, the 35 to 44 age cohort, and among people with university degrees. There was no significant regional variation to this question.

26. ATTEMPTING TO MIX LIFESTYLES IN ANY ONE PART OF THE CITY ONLY LEADS TO FRICTION.



Variations:	Sex	Housing	Age	Education	Region
High	M	SF	55,65	SS,HS,A	R,CQ,BN,BS
Low	F	Multi			VC

61. WE SHOULD ENCOURAGE DIVERSITY OF LIFE-STYLES IN THE CITY.



Variations:	Sex	Housing	Age	Education	Region
High		Multi	35	UG,PG	
Low		SF	18,65	SS,HS	

2. *Social Problems*

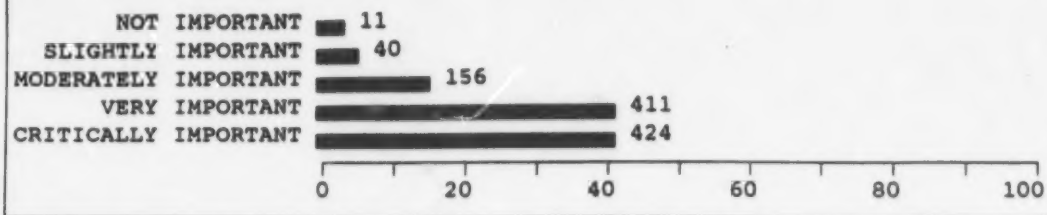
The issues of Crime and Drug Abuse in My Neighbourhood are seen to be more important in suburban rather than central locations. Vancouver Centre respondents scored these significantly lower than the regional average, while respondents in Surrey North scored both significantly higher. Crime is ranked 9th in order of importance, with higher than average responses recorded among women, households living in single family dwellings and people with high school graduate education.

Two issues dealing with the provision of social services were included in the set of 54 Community and Regional Issues. Providing Assistance to the Homeless ranks 14th overall, with female respondents and those living in Langley rating it significantly more important. The Provision of Welfare Services ranks 28th overall, with significantly higher ratings recorded among female respondents, those in multiple family dwellings, in the 65 and over age cohort, the lower educational level category and residents of Vancouver Centre and New Westminster.

57% of respondents agree with the statement "Although a minority of people are suffering hardship, most people in our society are comfortable enough". Significantly more positive responses than the overall mean came from males, respondents in the 55 to 64 age cohort and residents of West Vancouver and Delta.

176. IMPORTANCE OF: CRIME

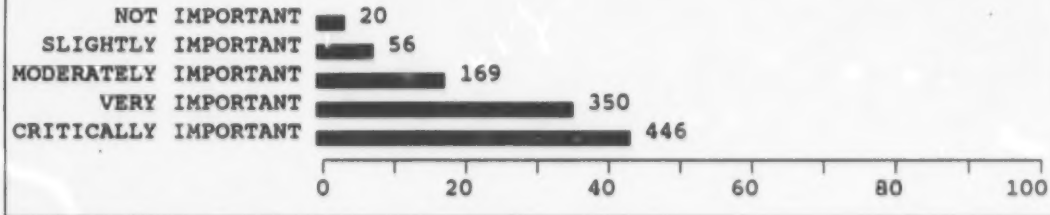
Mean: 4.15 Rank: 9



Variation:	Sex	Housing	Age	Education	Region
High	F	SF	55	HS	SN,L
Low	M	Multi		PG	VC,BS,WV,CQ

177. IMPORTANCE OF: DISHONESTY IN GOVERNMENT AND BUSINESS

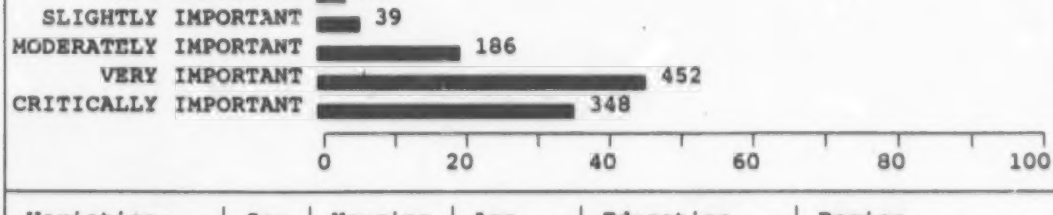
Mean: 4.10 Rank: 11



Variation:	Sex	Housing	Age	Education	Region
High	F				BN,SN,CQ
Low	M		55	PG	BS,NW

173. IMPORTANCE OF: PROVIDING ASSISTANCE TO THE HOMELESS

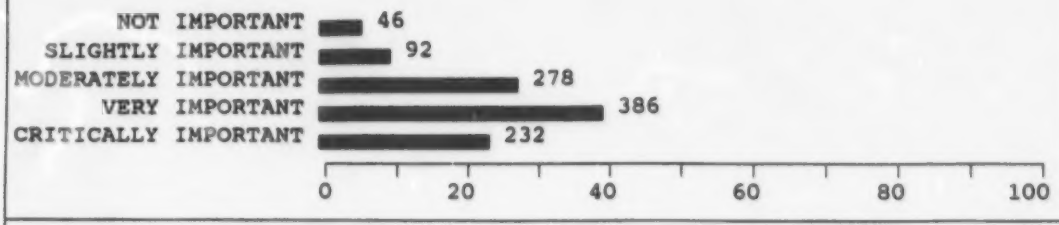
Mean: 4.03 Rank: 14



Variation:	Sex	Housing	Age	Education	Region
High	F				L
Low	M				BS,NW,WV

179. IMPORTANCE OF: BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS

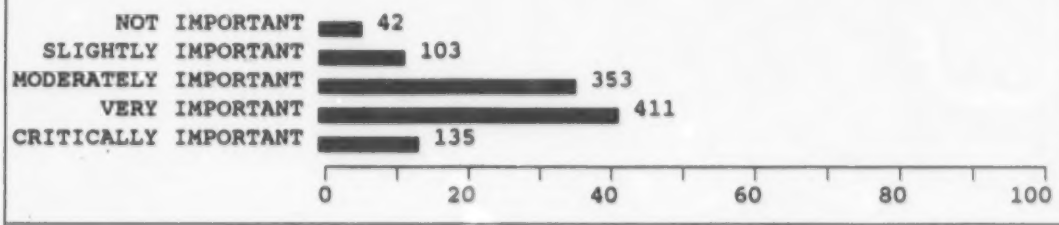
Mean: 3.56 Rank: 24



Variation:	Sex	Housing	Age	Education	Region
High	F		65	HS	WV,SN,L,MR
Low	M		25	UG,PG	

180. IMPORTANCE OF: PROVISION OF WELFARE SERVICES

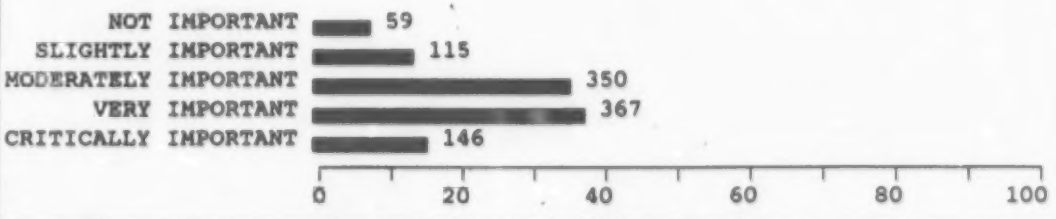
Mean: 3.47 Rank: 28



Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	65	SS	VC,NW
Low	M	SF	25	A,PG	BS

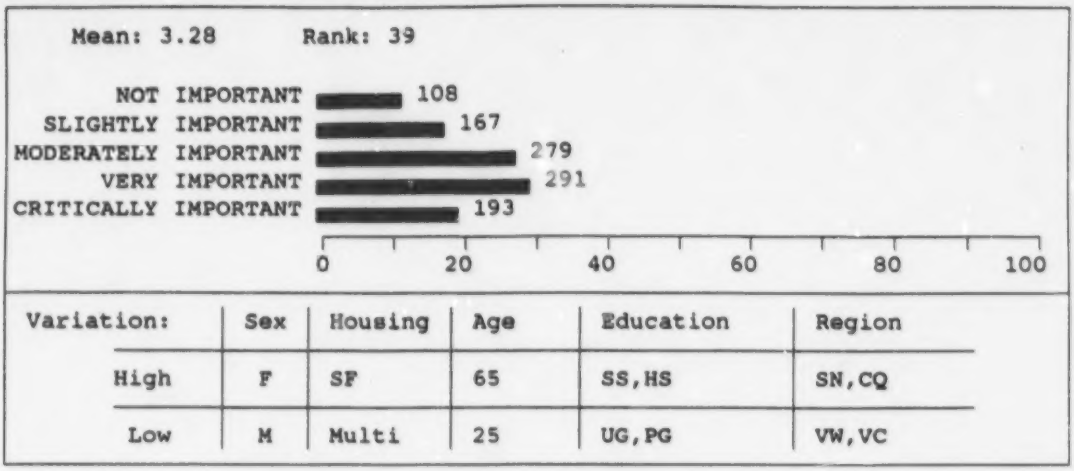
186. IMPORTANCE OF: PROMOTING COMPREHENSIVE SOCIAL PLANNING

Mean: 3.41 Rank: 31



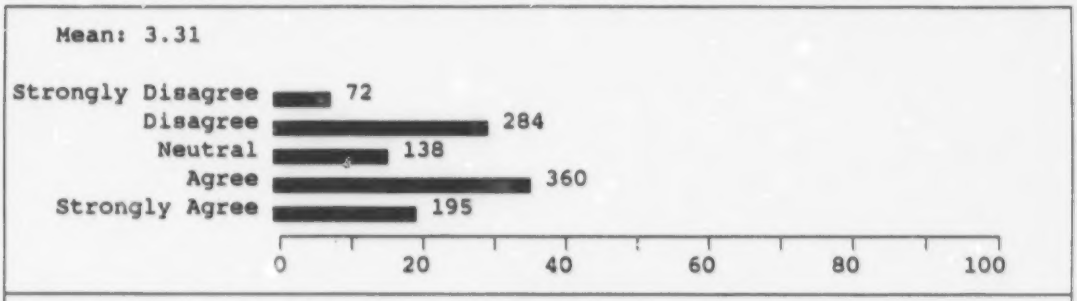
Variation:	Sex	Housing	Age	Education	Region
High	F		25		WV,MR,CQ
Low	M		18		

192. IMPORTANCE OF: DRUG ABUSE IN MY NEIGHBOURHOOD



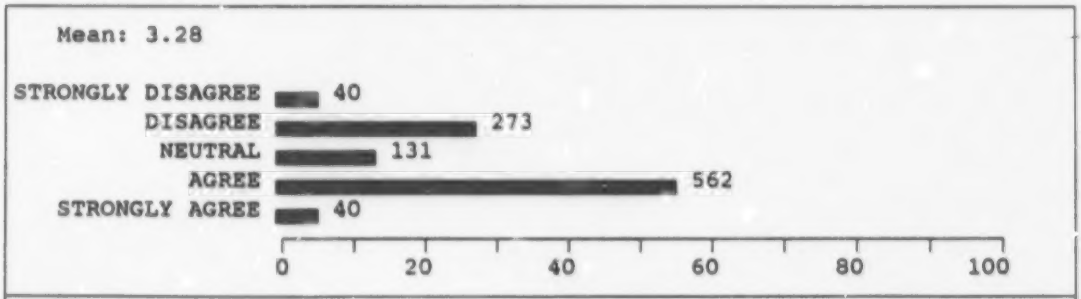
Variation:	Sex	Housing	Age	Education	Region
High	F	SF	65	SS,HS	SN,CQ
Low	M	Multi	25	UG,PG	VW,VC

18. WELFARE SHOULD BE RESTRICTED TO THOSE WHO ARE INCAPABLE OF WORKING.



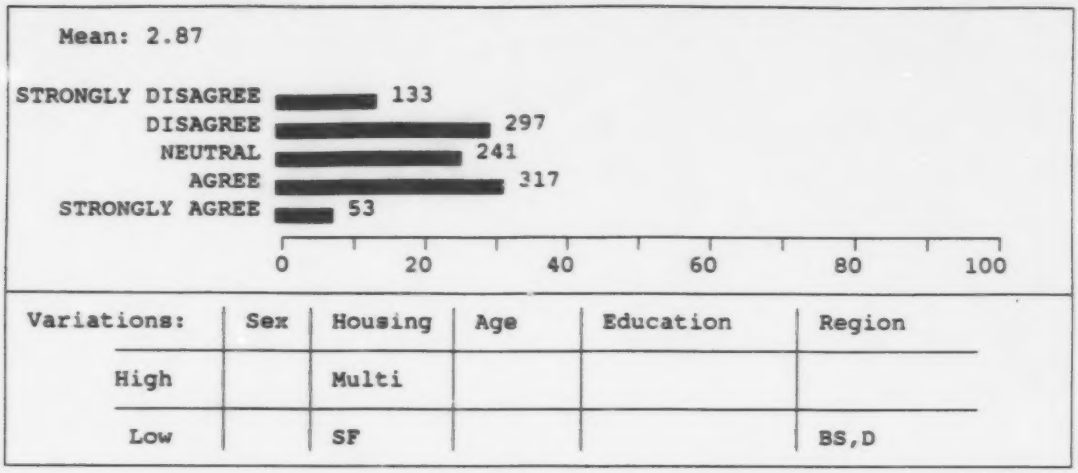
Variations:	Sex	Housing	Age	Education	Region
High					
Low					

29. ALTHOUGH A MINORITY OF PEOPLE ARE SUFFERING HARDSHIP, MOST PEOPLE IN OUR SOCIETY ARE COMFORTABLE ENOUGH.



Variations:	Sex	Housing	Age	Education	Region
High	M		55		VW,D
Low	F		25		

24. WE MUST PRESERVE THE RIGHT NOT TO WORK AS WELL AS THE RIGHT TO WORK.



Variations:	Sex	Housing	Age	Education	Region
High		Multi			
Low		SF			BS,D

4. Family Life

Five questions addressed various aspects of family life, including curriculum problems in schools, the importance of daycare, attitudes toward marriage, and the importance of a single-family house.

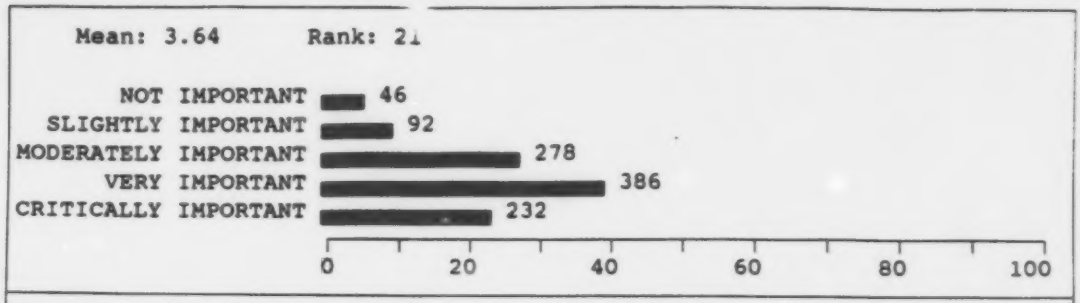
- Curriculum Problems in School is ranked in 21st position, with 59% of respondents rating it as either very important or critical. Responses from women are significantly higher than those from men.

- There is a divergence of opinion regarding the importance of Daycare, which ranks 32nd overall, with notably lower than average responses among men, the 45 to 54, 55 to 64 and 65 and over age cohorts, households in single-family dwellings and respondents in West Vancouver and Maple Ridge.

- 55% of respondents agree that a single-family house is not essential for a true family life. Scores from women, respondents with college and university education and those living in Vancouver Centre are significantly higher than the average, whereas men, the 18 to 24 and 65 and over age cohorts, respondents with some school and residents of Coquitlam, Vancouver East and Burnaby South are significantly lower than the average.

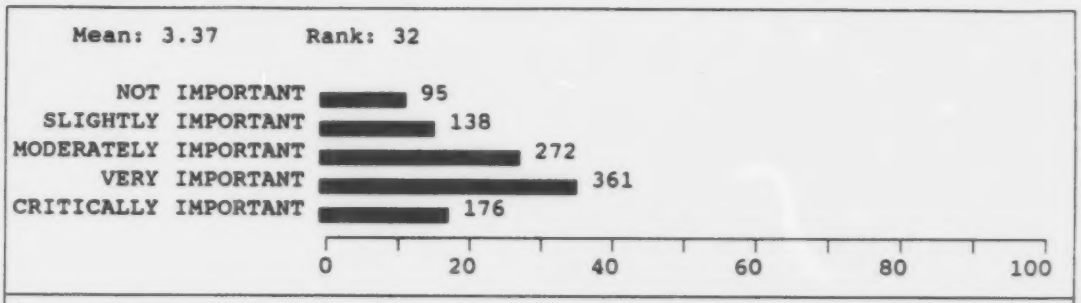
- 48% agreed that marriage as a social institution is losing its significance.

178. IMPORTANCE OF: CURRICULUM PROBLEMS IN SCHOOL



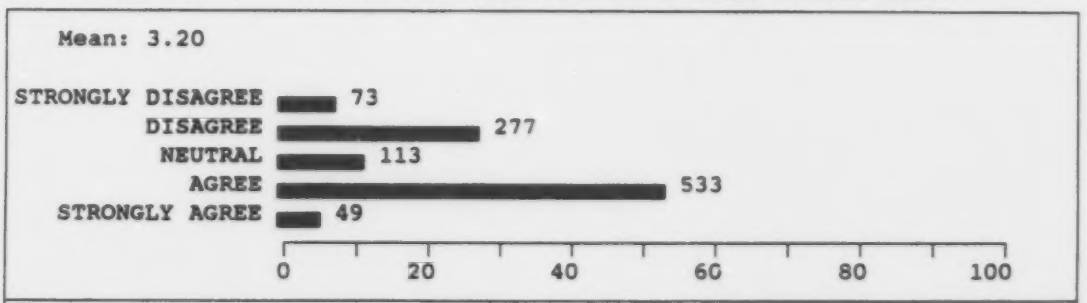
Variation:	Sex	Housing	Age	Education	Region
High	F				
Low	M				BS

194. IMPORTANCE OF: DAYCARE



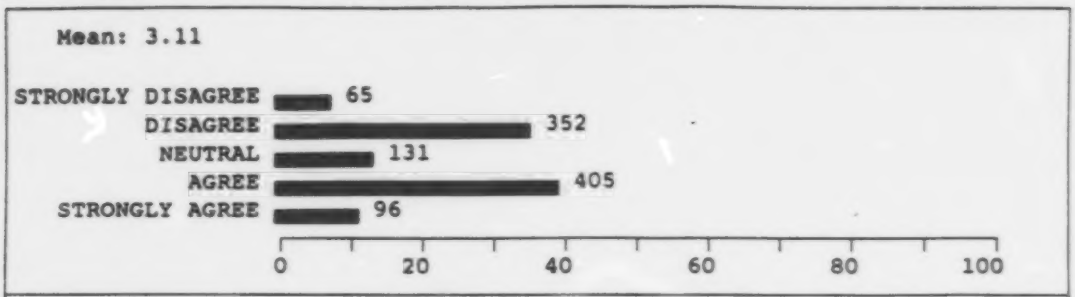
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	25,35		CQ
Low	M	SF	45,55,65		WV,MR

43. A SINGLE FAMILY HOUSE IS NOT ESSENTIAL FOR A TRUE "FAMILY LIFE".



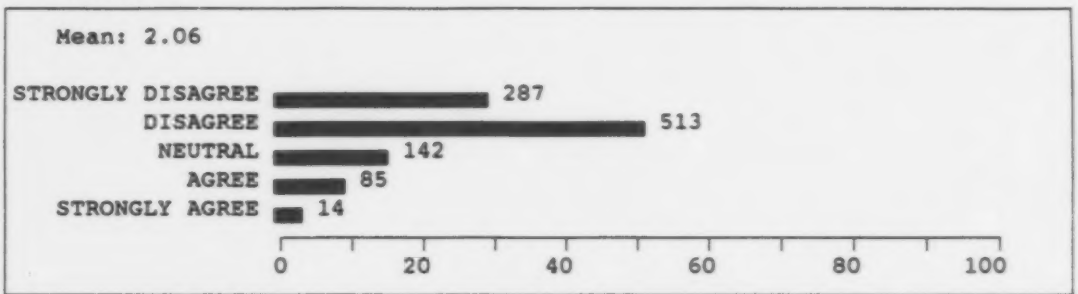
Variations:	Sex	Housing	Age	Education	Region
High	F			UG,PG,SC	VC
Low	M		18,65	SS	CQ,VE,BS

34. MARRIAGE AS A SOCIAL INSTITUTION IS LOSING ITS SIGNIFICANCE TODAY.



Variations:	Sex	Housing	Age	Education	Region
High	M	Multi	65	SS	VE
Low	F	SF	35	SC,UG,PG	NV

39. IT IS RIDICULOUS TO EXPECT TWO ADULTS TO LIVE ALL OF THEIR LIVES TOGETHER.



Variations:	Sex	Housing	Age	Education	Region
High	M	Multi			
Low	F	SF	25		BS

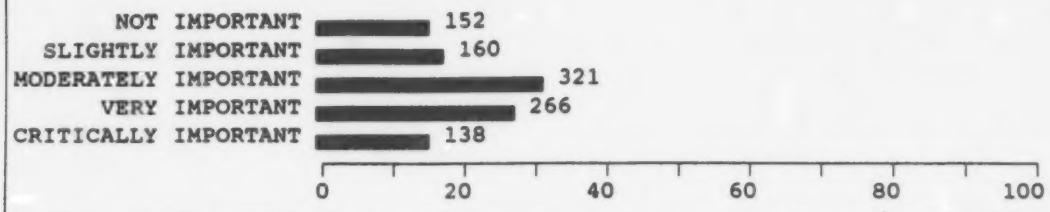
6. Overseas Immigration

Two of the issues listed in the set of Community and Regional Issues dealt with the question of immigration: Overseas Immigration and Minority Groups. Responses to these questions should be interpreted with caution. The lack of directionality in the wording of these issues makes it unclear whether they identify concerns which respondents have (i.e., the issue is in some way problematic) or refer to problems experienced by immigrants or members of minority groups.

Both issues were ranked in fairly low positions: Overseas Immigration in 41st position and Minority Groups in 43rd position.

193. IMPORTANCE OF: OVERSEAS IMMIGRATION

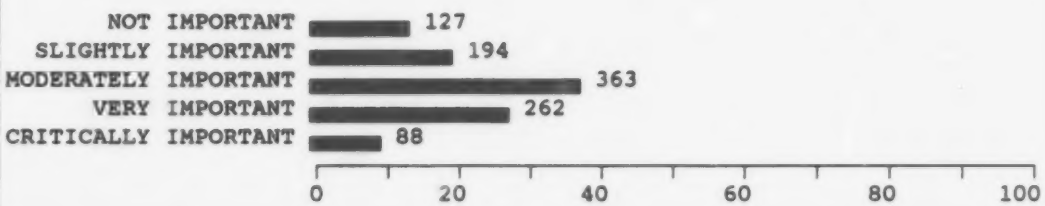
Mean: 3.08 Rank: 41



Variation:	Sex	Housing	Age	Education	Region
High			65		
Low			25,35	UG,PG	WV,MR

182. IMPORTANCE OF: MINORITY GROUPS

Mean: 2.99 Rank: 43



Variation:	Sex	Housing	Age	Education	Region
High	F				WV,MR,VE
Low	M				

7. City Life

A series of questions addressed the issue of city life by probing people's subjective views on how they felt about various aspects of the city. Mean scores on the 11 questions range from a high of 3.80 (in response to the statement "I like the variety of stimulation one finds in a city") to a low of 2.50 (the rating of the issue Importance of Counter-Culture Movements). This last issue was seen as significant in the 1973 survey, and was included in the 1990 study to investigate changes in attitudes over the 17-year period. It was anticipated that concern about this issue would show a decline, and this was borne out by the results.

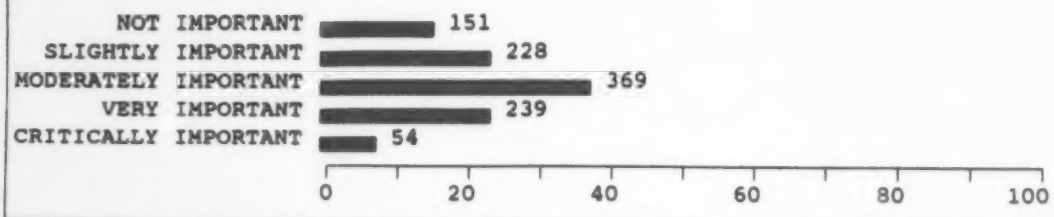
- The issue of Improved Urban Cultural Facilities was ranked very low, in the 49th position. Respondents in suburban areas show more interest in this issue, as responses from West Vancouver, Surrey South and Maple Ridge are significantly higher than the average. On the other hand, over 75% of respondents agree with the statement "The cultural life of the city is important to me", and a similar proportion agree with the statement "I like the variety of stimulation one finds in a city." Significantly higher responses were recorded in areas of the City of Vancouver.

- Two questions looked at the issue of children and city life. More than three quarters of respondents agree that "Children need to grow up where there is lots of open space", and over 60% disagree with the statement "I would not raise children in a city environment". It is interesting that higher than average responses to this statement were recorded in the outlying suburban areas (Coquitlam, Surrey North, Maple Ridge and Langley), but no regional variation is evident for the statement that children need lots of open space.

- Over half of all respondents disagree with the statement "Cities are lonely places", and about 20% are neutral. Above average responses came from seniors and those in Surrey North and New Westminster.

156. IMPORTANCE OF: IMPROVED URBAN CULTURAL FACILITIES

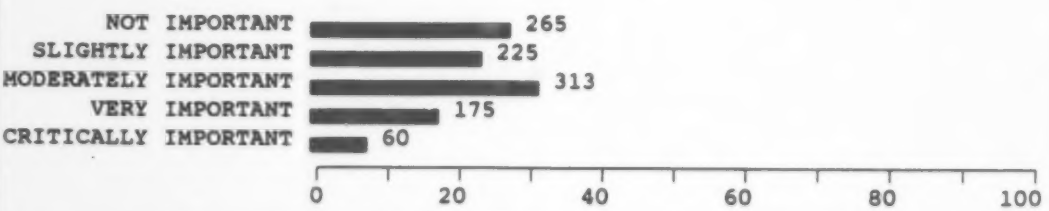
Mean: 2.82 Rank: 49



Variation:	Sex	Housing	Age	Education	Region
High				UG	WV,SS,MR
Low				SS,HS	R

174. IMPORTANCE OF: UNFRIENDLINESS OF CITY LIFE

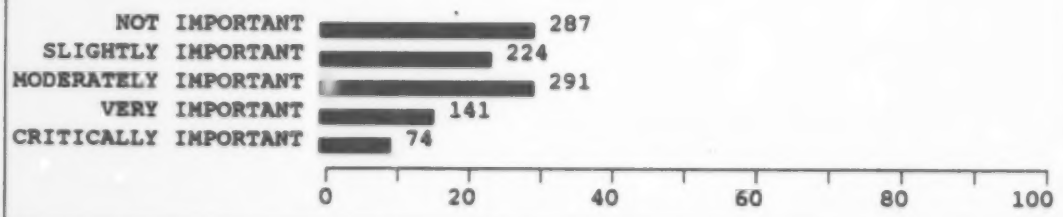
Mean: 2.56 Rank: 52



Variation:	Sex	Housing	Age	Education	Region
High		Multi		SS	NW,WV,D,MR
Low		SF		PG	

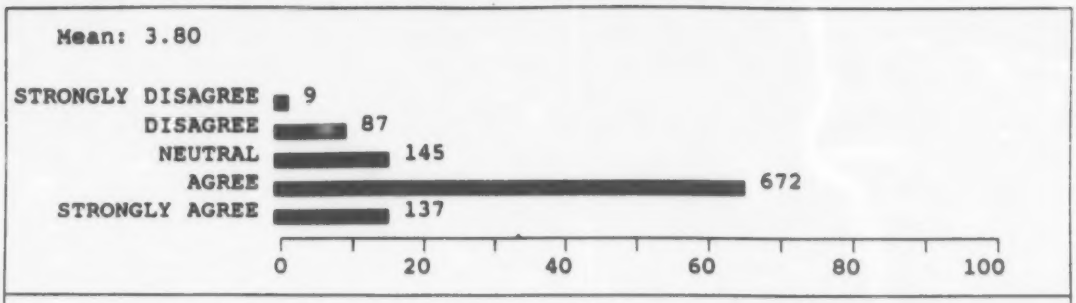
184. IMPORTANCE OF: COUNTER-CULTURE MOVEMENTS

Mean: 2.50 Rank: 53



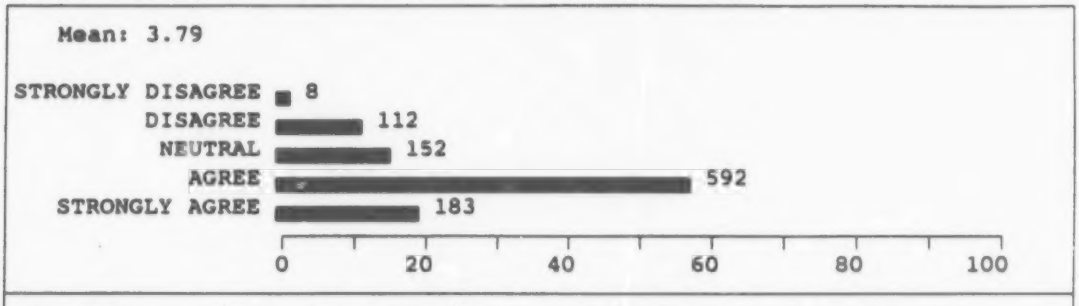
Variation:	Sex	Housing	Age	Education	Region
High	F		18		WV,NV
Low	M		55	PG	

52. I LIKE THE VARIETY OF STIMULATION ONE FINDS IN A CITY.



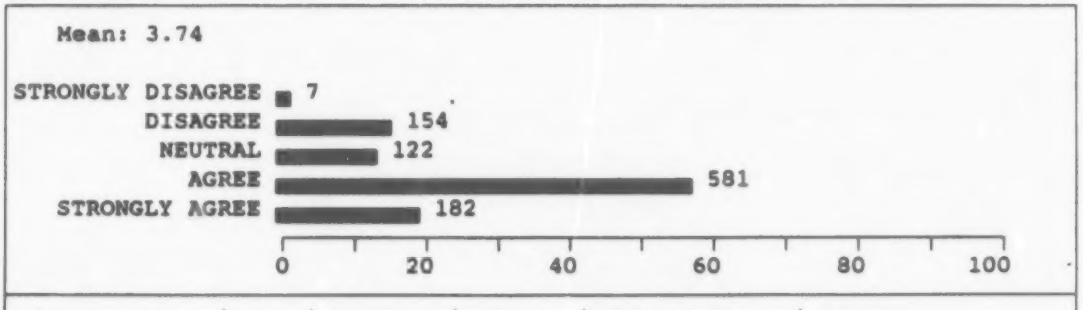
Variation:	Sex	Housing	Age	Education	Region
High	F			PG	VE,VW,VC
Low	M		65	SS,HS	NW,SN,BS,CQ,L

44. THE CULTURAL LIFE OF THE CITY IS IMPORTANT TO ME.



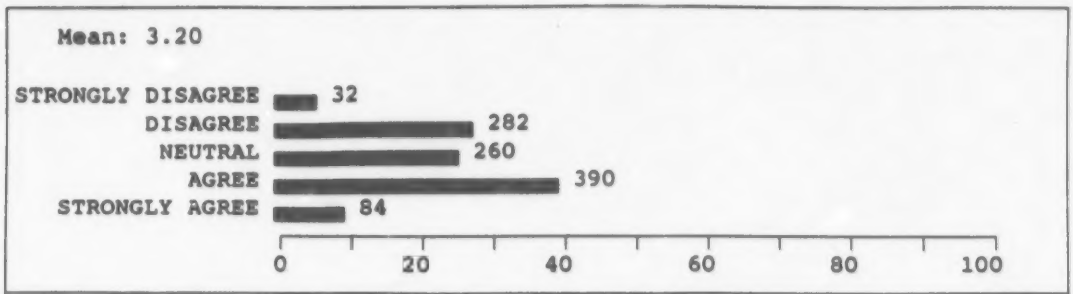
Variation:	Sex	Housing	Age	Education	Region
High		Multi		SS,HS,A	VC,VW
Low		SF		UG,PG,SC	SN,MR

48. CHILDREN NEED TO GROW UP WHERE THERE IS LOTS OF OPEN SPACE.



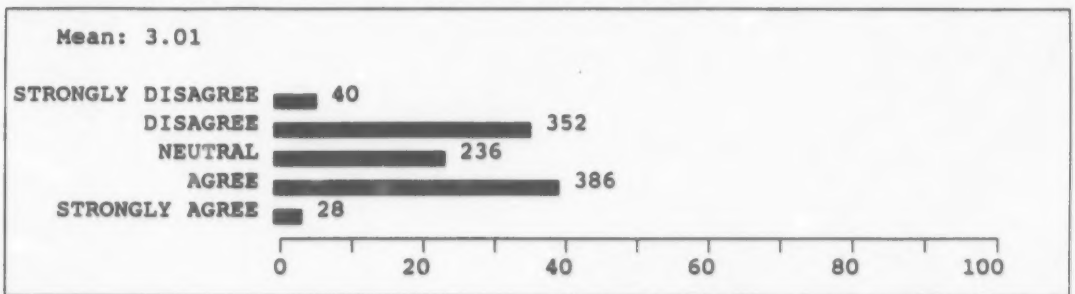
Variation:	Sex	Housing	Age	Education	Region
High		Multi	25		
Low		SF	45,55		

54. IN COMPARISON WITH OTHER PLACES IN B.C. MY COMMUNITY IS THE BEST PLACE TO LIVE.



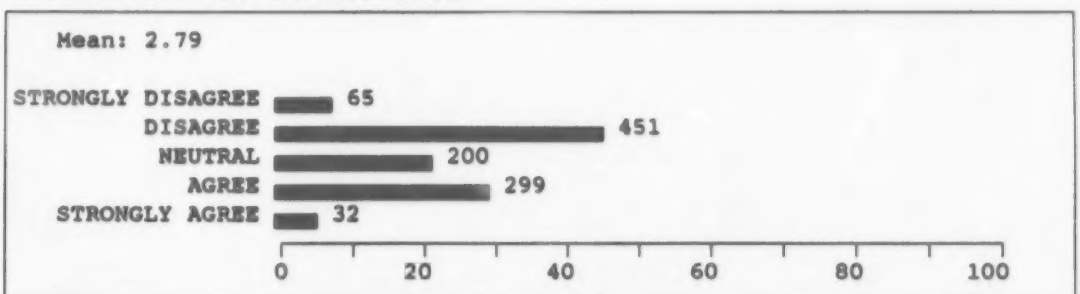
Variation:	Sex	Housing	Age	Education	Region
High			65		WV,SS
Low			18,25	SC	SN

45. CITIES CONTAIN THE BEST ASPECTS OF MODERN LIFE.



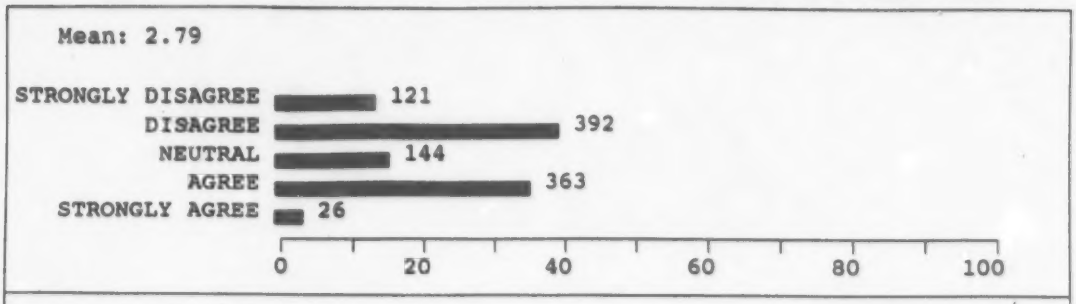
Variation:	Sex	Housing	Age	Education	Region
High					VE,VC
Low					L,D,SN

51. CITIES ARE VERY LONELY PLACES



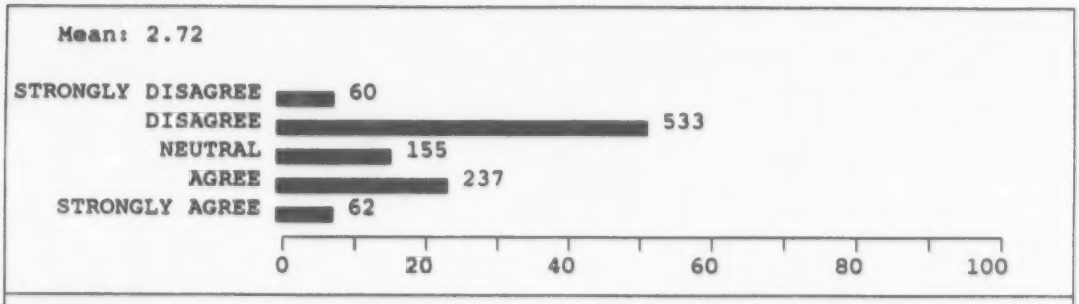
Variation:	Sex	Housing	Age	Education	Region
High			65	A	SN,NW
Low			18,35	PG	R,VC,VW

41. MY LIFE IS PRETTY MUCH WHAT I THOUGHT IT WOULD BE TEN YEARS AGO.



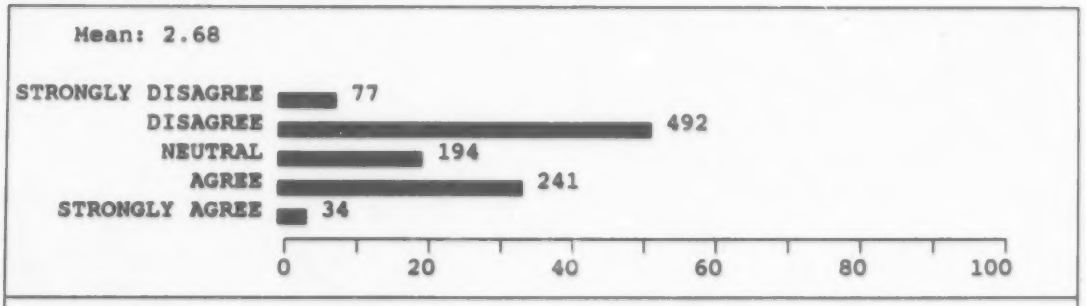
Variation:	Sex	Housing	Age	Education	Region
High	M	SF	55,65	SS,HS	CQ
Low	F	Multi	18,25	SC,PG	VC

57. I WOULD NOT RAISE CHILDREN IN A CITY ENVIRONMENT.



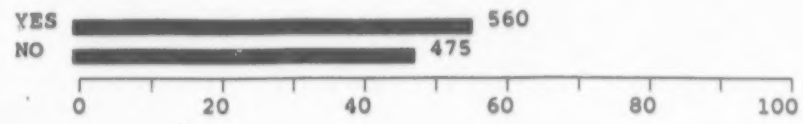
Variation:	Sex	Housing	Age	Education	Region
High			25	SS	CQ,SN,MR,L
Low				PG	VW,VC,VE,NV

49. THE SUBURBS ARE A CULTURAL WILDERNESS.



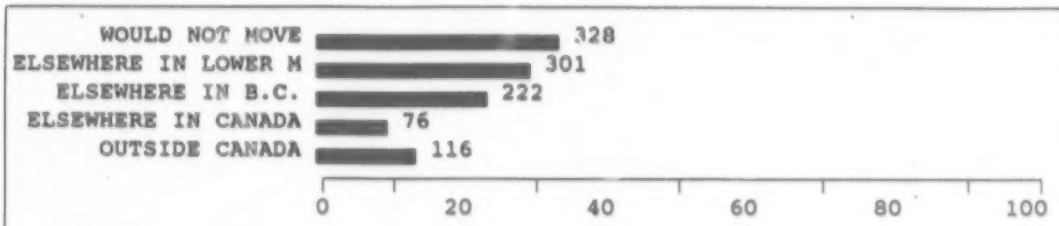
Variation:	Sex	Housing	Age	Education	Region
High					VC
Low			25		

76. I AM PREPARED TO PAY ADDITIONAL TAXES TOWARD: MORE RECREATION FACILITIES.



Variation:	Sex	Housing	Age	Education	Region
High	M				SN,SS,VE
Low	F		25		NV,D,VW,WV,MR

141. HOW FAR WOULD YOU BE PREPARED TO MOVE TO MAINTAIN YOUR PRESENT LIFESTYLE?



Variation:	Sex	Housing	Age	Education	Region
Further			18,25	SC,PG	
Closer			65	SS,HS	NW

C. MOBILITY

Investigation of mobility issues was done in a slightly different manner than for the other categories: a question identifying respondents' usual mode of commuting was substituted for the housing type question as a control variable. As commuting mode is only meaningful for respondents who either were employed or were students, responses to this question from other groups (unemployed, retired, homemakers) were deleted. In all, 74% of respondents to the face-to-face interview (776 out of 1053) are included in the response-by-mode section of the tables. In addition, four question were directed specifically to commuters:

25. I am not prepared to change my mode of transportation to get to and from work.

32. Getting to work is no particular problem for me.

58. Where I work does not influence where I live.

64. It now takes me longer to travel to work than it did a year ago.

Only the commuting portion of the sample is included for all parts of the analysis of these questions.

The survey questionnaire probed a number of mobility related issues including: the importance of facility improvements for various transportation modes; the willingness of respondents to pay for such improvements both in a general sense and with respect to specific tax increases; and the influence of the journey-to-work on residential location. In general, mobility issues were ranked in the middle of the group of 54, below environmental, health and housing concerns, although in some suburban areas (notably Coquitlam and Maple Ridge) traffic congestion ranks second only to environmental issues in importance.

There is marked regional variation concerning the importance of improvements to transport facilities, and for the most part regional differences in potential benefits and disutility of particular improvements can explain response variation. For example, Vancouver residents in all areas of the city are more opposed to a freeway into the downtown area than are residents of other municipalities, especially Surrey, Coquitlam, Maple Ridge and Langley. Similarly, Vancouver and North Shore residents are more opposed to improved highways between suburbs. Skytrain expansion generally is more popular than are highway options, but again Coquitlam residents favour an extension to Coquitlam while Richmond residents strongly approve an extension to Richmond.

Improvement in bus service was found to be the most attractive option overall, particularly for transit commuters. Over 85% of respondents think that designated bicycle routes would be effective in increasing bicycle use, and the positive response from more highly educated, younger respondents and those resident in central Vancouver is significantly higher.

Commuting is not seen as a major difficulty, as 78% of respondents either agree or strongly agree that getting to work is no particular problem for them. Transit riders agree with the question more than do automobile commuters; respondents in Coquitlam

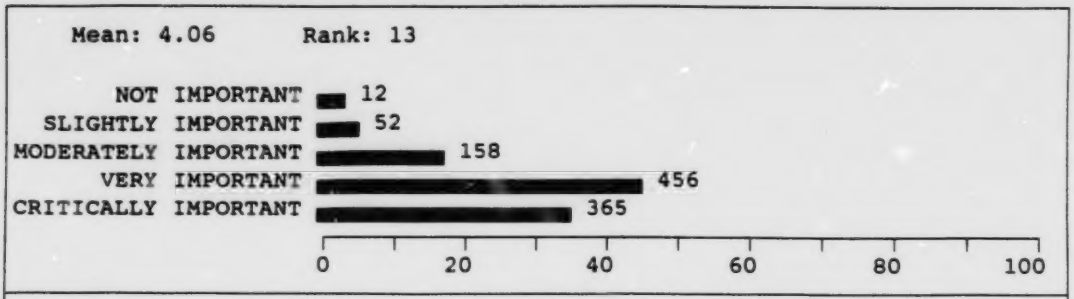
and Maple Ridge agree less than do respondents in other areas. 43% of respondents reported that it now takes them longer to get to work than it did a year ago; again, transit riders had shorter travel-time increases, while residents in the north-eastern part of the Region reported longer increases. 31% of commuters are willing to change their mode of transportation; automobile commuters are less willing to change mode than are transit riders, and, from a geographical point of view, respondents living in Coquitlam are most willing to change. 34% of commuters stated that their place of work did not influence their choice of residential location. There is significantly higher agreement to this statement from residents of Delta, Surrey, New Westminster and Coquitlam, while responses from central Vancouver, West Vancouver and Maple Ridge are lower.

There is general agreement that air pollution from automobiles is a critical issue in the Region. The questionnaire explored two approaches to reducing automobile traffic. Only 26% of respondents agree that rush hour commuters should pay more for using urban facilities at peak times, while 80% agree that cars with multiple occupants should be rewarded during commuting periods.

Respondents are more willing to pay taxes for transit than for freeway improvements: 70% answered affirmatively for improvements to the bus system and 66% for skytrain extension against 48% for freeway improvement. Automobile commuters are more likely to favour paying for freeway improvements, while respondents in the 35 to 45 age cohort and those residing in Vancouver are most favourable towards transit. When respondents were questioned about specific tax proposals, they showed a marked preference for targeted rather than general tax instruments. Only 19% favour funding mobility improvements through property taxes and 14% through income taxes. Gasoline taxes are favoured by 37%, auto licensing fees by 39% and auto sales taxes by 38%. Increased transit fares are approved of by 39% of respondents. The funding options oriented towards automobile drivers are significantly more appealing to residents of central and west-side Vancouver, university graduates and, not surprisingly, transit riders.

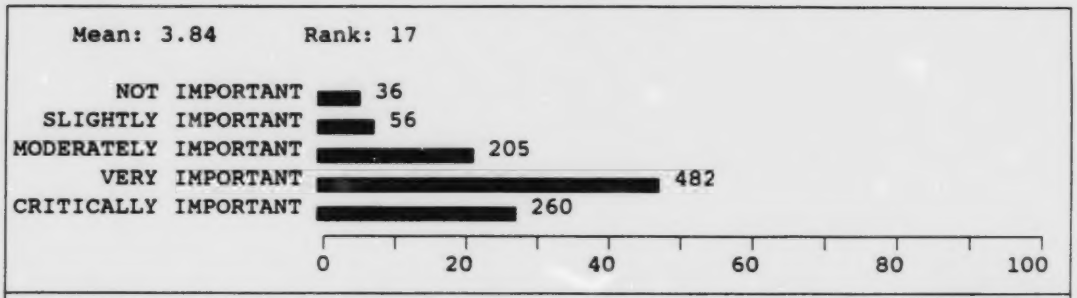
Finally, only 12% of respondents think the two bridges over Burrard Inlet are sufficient to handle current traffic levels. This question had been asked in the 1973 survey, and the overall level of agreement has significantly decreased.

172. IMPORTANCE OF: TRAFFIC CONGESTION



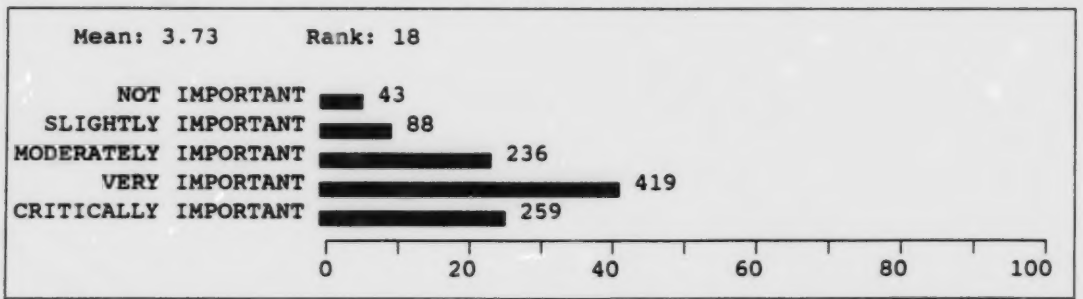
Variation:	Sex	Mode	Age	Education	Region
High	F				SN,CQ
Low	M		18		VW,BS

202. IMPORTANCE OF: USE OF EXISTING TRANSPORT



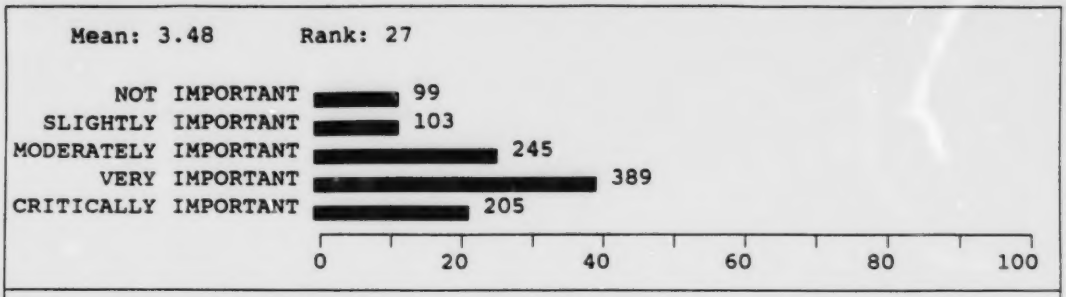
Variation:	Sex	Mode	Age	Education	Region
High					CQ
Low					BS,WV,MR

165. IMPORTANCE OF: IMPROVED BUS TRANSIT SERVICE



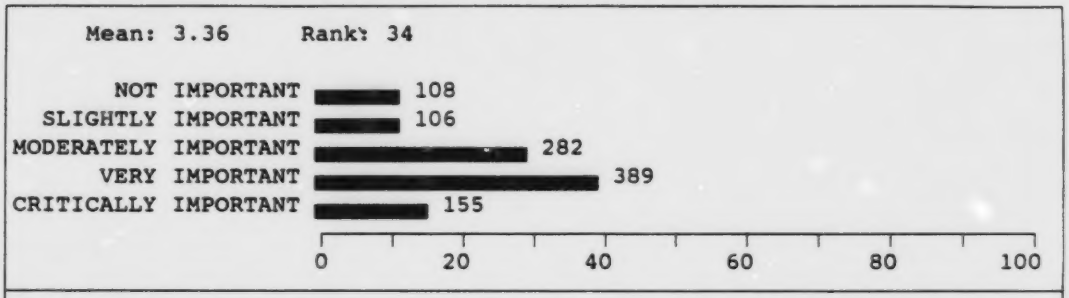
Variation:	Sex	Mode	Age	Education	Region
High		Transit		UG	MR
Low		Car		SS	NV,R

152. IMPORTANCE OF: SKYTRAIN TO COQUITLAM



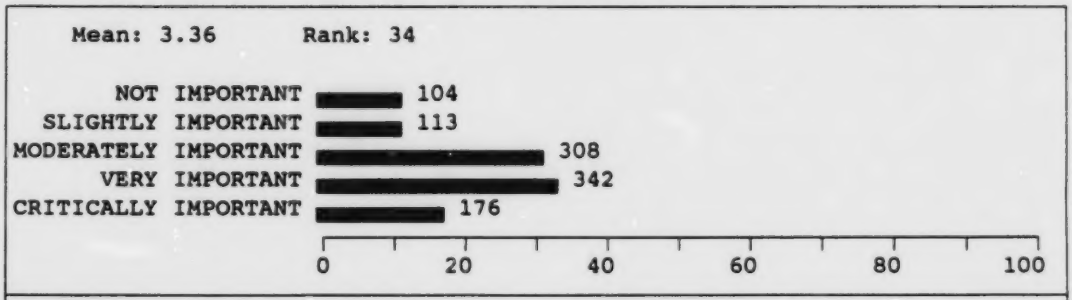
Variation:	Sex	Mode	Age	Education	Region
High				A,PG	CQ
Low			18	SS	NV,D

153. IMPORTANCE OF: MORE SPECIAL LANES FOR EXPRESS BUSES



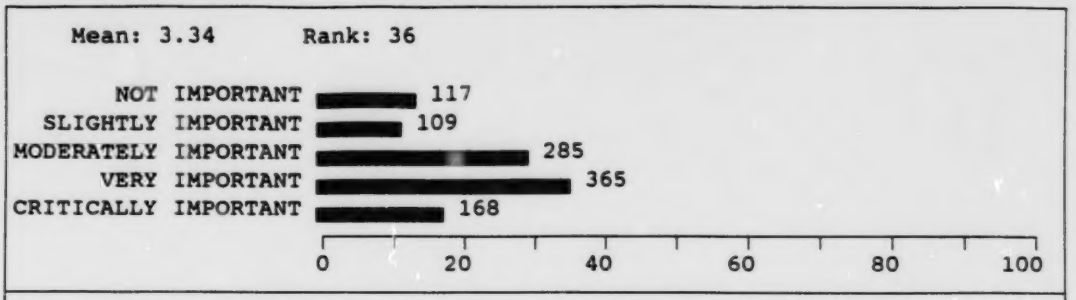
Variation:	Sex	Mode	Age	Education	Region
High					CQ
Low			18		VE

200. IMPORTANCE OF: IMPROVED HIGHWAYS BETWEEN SUBURBS



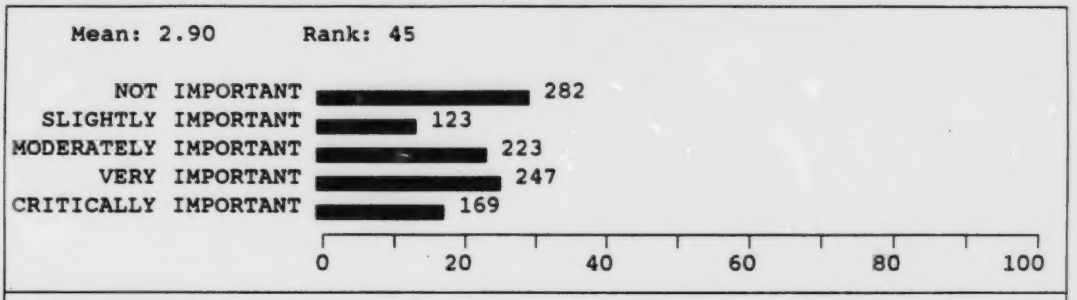
Variation:	Sex	Mode	Age	Education	Region
High		Car			BN,L,MR,CQ
Low		Transit		UG,PG	VW,VC,WV,NV

151. IMPORTANCE OF: SKYTRAIN TO RICHMOND



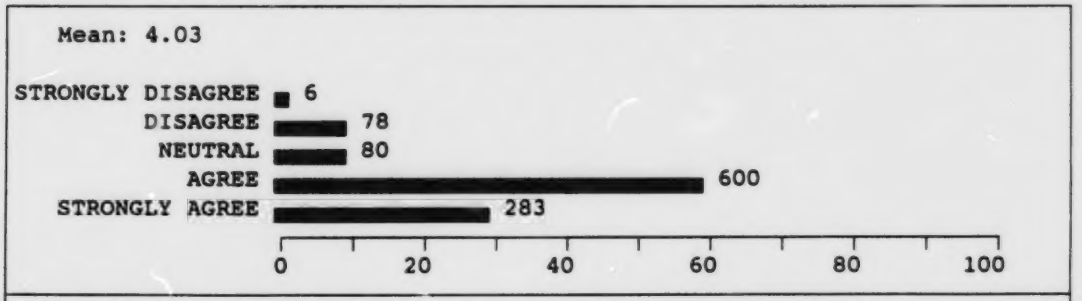
Variation:	Sex	Mode	Age	Education	Region
High				PG	R
Low					NV,MR

150. IMPORTANCE OF: FREEWAY TO DOWNTOWN



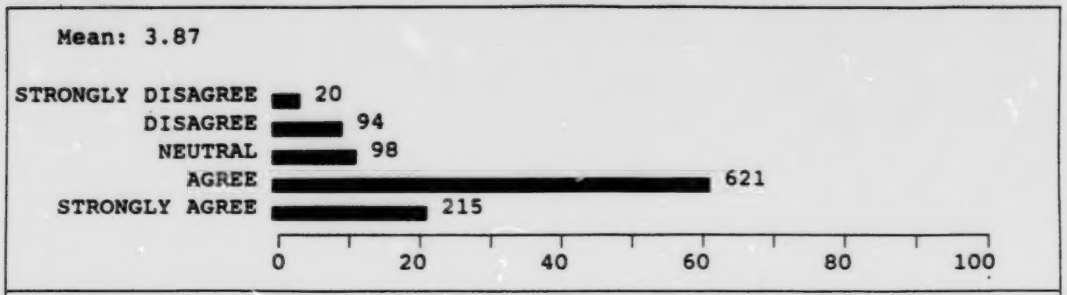
Variation:	Sex	Mode	Age	Education	Region
High		Car		SC	BN,SN,SS,L,MR,CQ
Low		Transit		UG,PG	VW,VC,VE

62. BICYCLE USE WOULD INCREASE IF DESIGNATED ROUTES WERE ESTABLISHED.



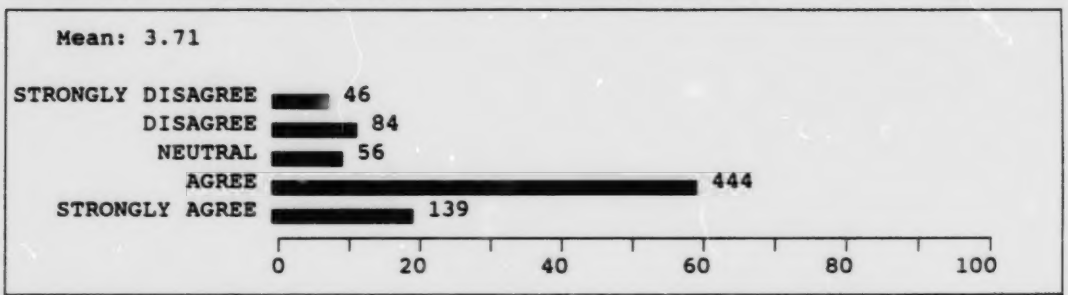
Variation:	Sex	Mode	Age	Education	Region
High	F		25	SC,UG,PG	VC
Low	M		55	SS,HS,A	BS,R,VE

60. CARS WITH MULTIPLE OCCUPANTS SHOULD BE REWARDED DURING PEAK COMMUTING TIMES.



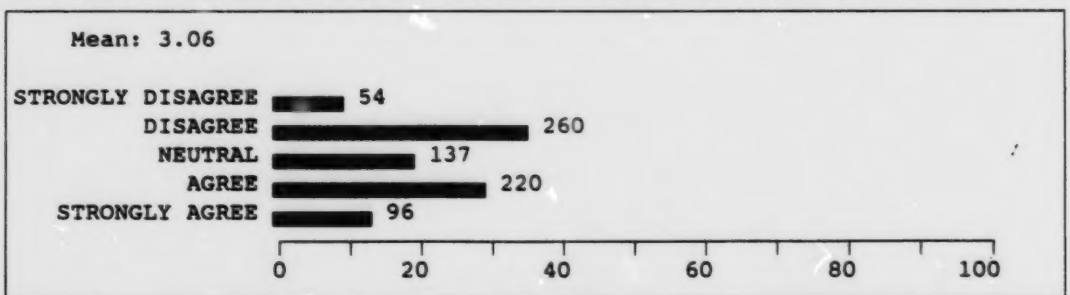
Variation:	Sex	Mode	Age	Education	Region
High					VC
Low					BS

32. GETTING TO WORK IS NO PARTICULAR PROBLEM FOR ME.



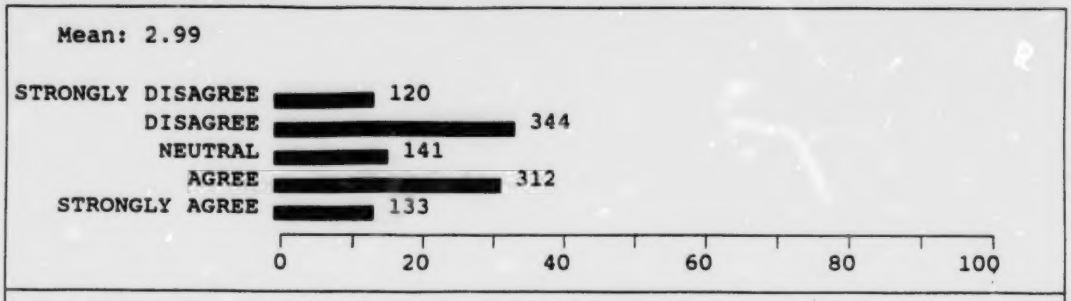
Variation:	Sex	Mode	Age	Education	Region
High		Transit			VW,VC
Low		Car		A	CQ,MR

64. IT NOW TAKES ME LONGER TO TRAVEL TO WORK THAN IT DID A YEAR AGO.



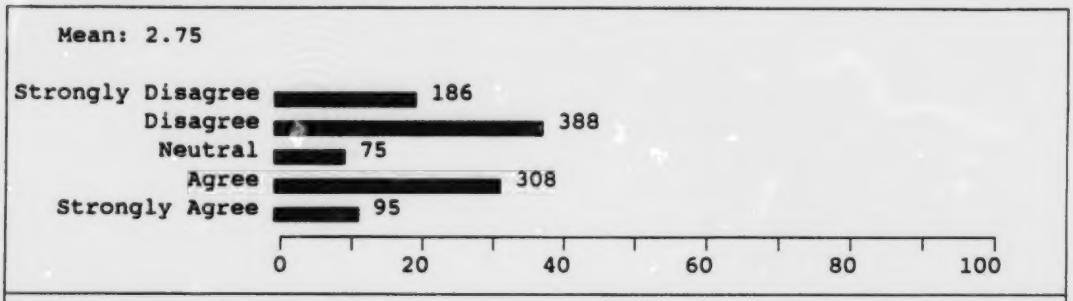
Variation:	Sex	Mode	Age	Education	Region
High		Car		A	MR,CQ
Low		Transit		PG	VW,VC,VE

6. COSTS OF OPERATING PRIVATE AUTOMOBILES IN THE DOWNTOWN AREA SHOULD BE INCREASED.



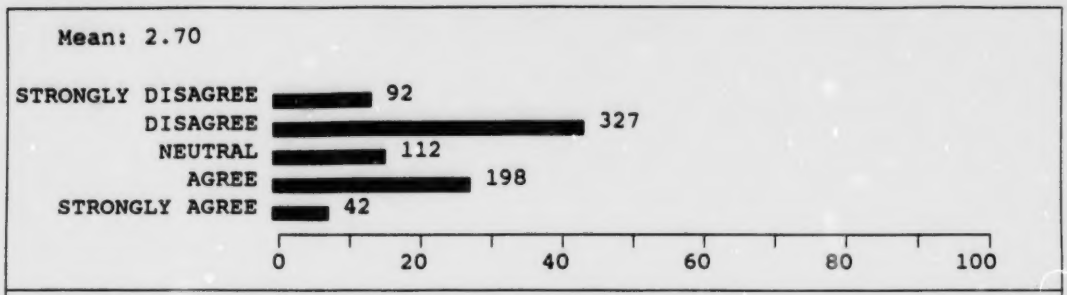
Variation:	Sex	Mode	Age	Education	Region
High		Transit		UG,PG	VC
Low		Car	18	SS	NV,R

10. NO FORM OF PUBLIC TRANSPORTATION SUBSTITUTES FOR THE CONVENIENCE OF THE PRIVATE AUTOMOBILE.



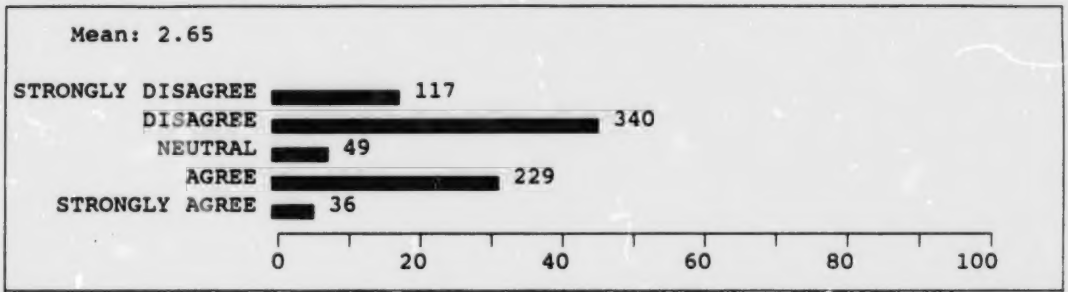
Variation:	Sex	Mode	Age	Education	Region
Hig		Car			
Low		Transit			

25. I AM NOT PREPARED TO CHANGE MY MODE OF TRANSPORTATION TO GET TO AND FROM WORK.



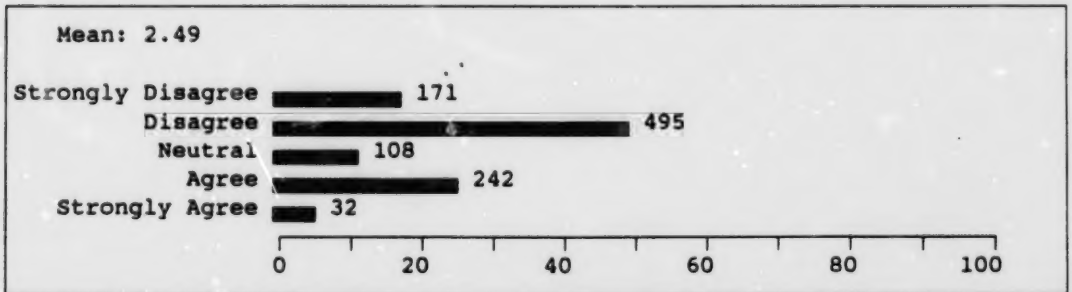
Variation:	Sex	Mode	Age	Education	Region
High		Car	65	HS	VE,NV
Low		Transit		UG,PG	CQ

58. WHERE I WORK DOES NOT INFLUENCE WHERE I LIVE.



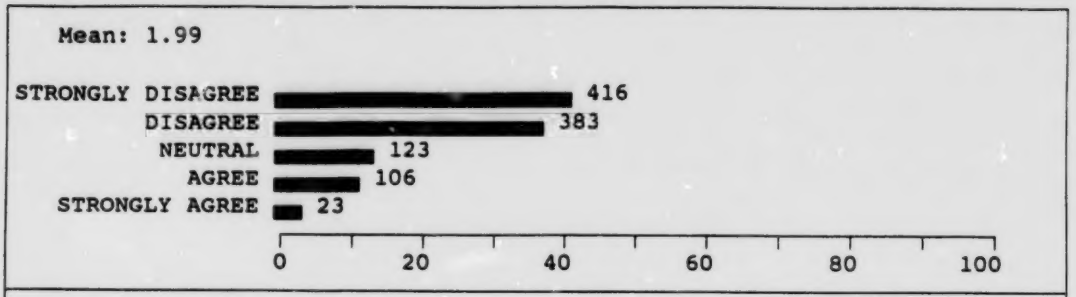
Variation:	Sex	Mode	Age	Education	Region
High				SS,HS	NW,D,SN,CQ
Low				UG,PG	VC,WV,MR

23. RUSH HOUR COMMUTERS SHOULD PAY MORE FOR USING URBAN FACILITIES AT PEAK TIMES.



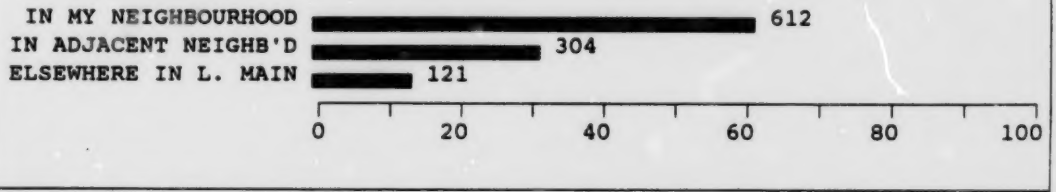
Variation:	Sex	Mode	Age	Education	Region
High				UG	
Low			18	HS	

3. THE TWO BRIDGES OVER BURRARD INLET ARE SUFFICIENT TO HANDLE ALL TRAFFIC BETWEEN VANCOUVER AND THE NORTH SHORE.



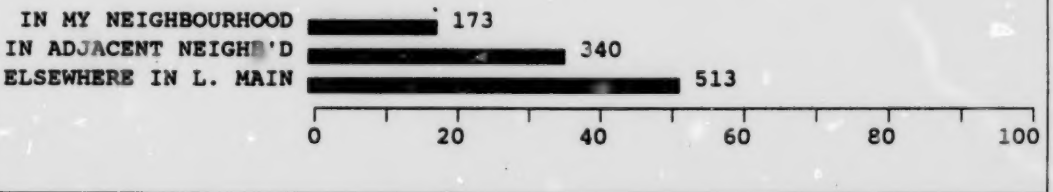
Variation:	Sex	Mode	Age	Education	Region
High			18		VE
Low					WV,NV

67. WHERE TO LOCATE: RAPID TRANSIT



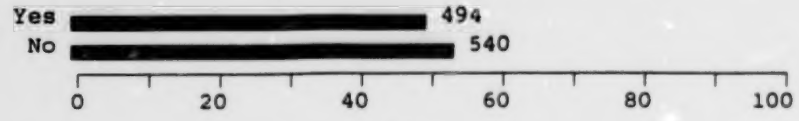
Variation:	Sex	Mode	Age	Education	Region
Nearby		Transit			SN
Away		Car			VC,NW,D

68. WHERE TO LOCATE: FREEWAY



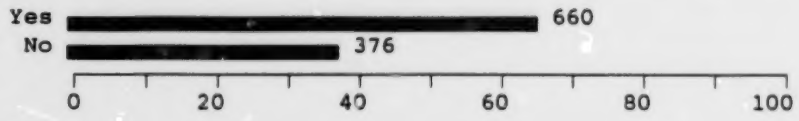
Variation:	Sex	Mode	Age	Education	Region
Nearby		Car			WV,NV,SN,SS,L,CQ
Away		Transit			VW,VC,VE,NW,D

77. WOULD PAY TAXES FOR: FREEWAY IMPROVEMENT



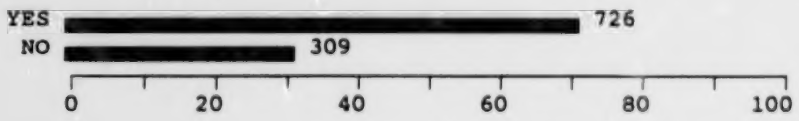
Variation:	Sex	Mode	Age	Education	Region
Yes	M	Car		SS,HG	CQ,SN
No	F	Transit		PG	VC,VW,WV

78. WOULD PAY TAXES FOR: SKYTRAIN EXTENSION



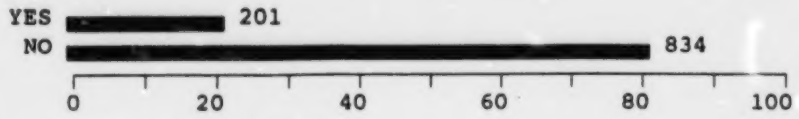
Variation:	Sex	Mode	Age	Education	Region
Yes			35		R,CQ
No			25		WV,D

79. WOULD PAY TAXES FOR: BUS TRANSIT IMPROVEMENTS



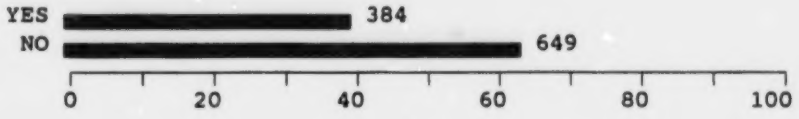
Variation:	Sex	Mode	Age	Education	Region
Yes			35,55		SN,SS
No			25		NV,WV

104. FUNDING FOR MOBILITY VIA: PROPERTY TAX?



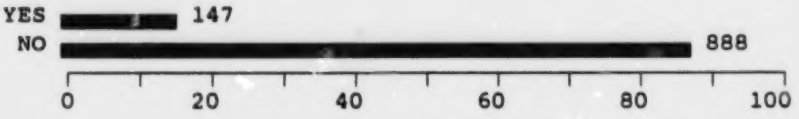
Variation:	Sex	Mode	Age	Education	Region
Yes	M				B,SS,R
No	F				MR,WV

105. FUNDING FOR MOBILITY VIA: GASOLINE TAX?



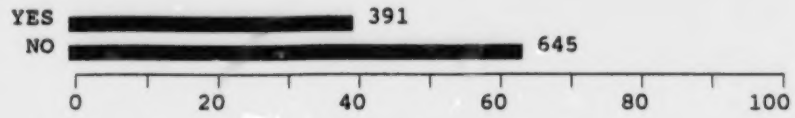
Variation:	Sex	Mode	Age	Education	Region
Yes		Transit		UG,PG	VW,VC
No		Car		SS,HG,A	MR,NW

106. FUNDING FOR MOBILITY VIA: INCOME TAX?



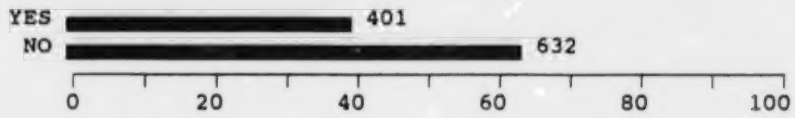
Variation:	Sex	Mode	Age	Education	Region
Yes	M				BS
No	F				WV

107. FUNDING FOR MOBILITY VIA: TRANSIT FARES?



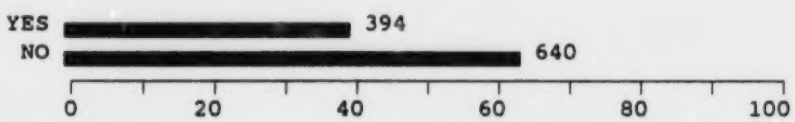
Variation:	Sex	Mode	Age	Education	Region
Yes					SS,R
No					VE

108. FUNDING FOR MOBILITY VIA: AUTO LICENSING?



Variation:	Sex	Mode	Age	Education	Region
Yes		Transit	25,35	SC,UG,PG	SS,VC,VW
No		Car	55	SS,HG,A	D,MR,NW,SN

109. FUNDING FOR MOBILITY VIA: AUTO SALES TAX?



Variation:	Sex	Mode	Age	Education	Region
Yes		Transit	25	UG,PG	VC,VW
No		Car	45,55	SS,HG,A	BN,D

D. THE BUILT ENVIRONMENT

Twenty-one questions probed respondents' attitudes to various facets of the built environment, including the importance of preserving open spaces, housing densities, channeling growth, suburbanization trends and housing forms such as highrises and "monster houses". The results include:

- Preserving undeveloped open space is considered important by over 60% of those surveyed, particularly among respondents on the North Shore and in Maple Ridge. In addition, the importance of ensuring open space between neighbourhoods receives above average ratings in Surrey South/White Rock, Maple Ridge and Coquitlam.

- Housing issues produced an interesting variety of responses. More than 65% of those interviewed regard housing densities as being very or critically important, and roughly the same proportion agreed with the statement that future housing should be built at higher densities on the site of current housing rather than on existing open land.

- There is an overall consensus that highrises are an acceptable form of housing for parts of the population, but at the same time, there is considerable divergence of opinion as to whether they should be concentrated or dispersed.

- On the question of where to locate affordable housing, over 75% of people are prepared to have it located in their own neighbourhood. A higher than average response for affordable housing "in my neighbourhood" is found in Vancouver Centre, Surrey North and Maple Ridge. It is perhaps interesting to note that when the location of low income housing was raised, 50% of respondents were prepared to have it located in their neighbourhood, with Vancouver Centre, New Westminster, West Vancouver, Surrey North and Maple Ridge indicating higher than average responses.

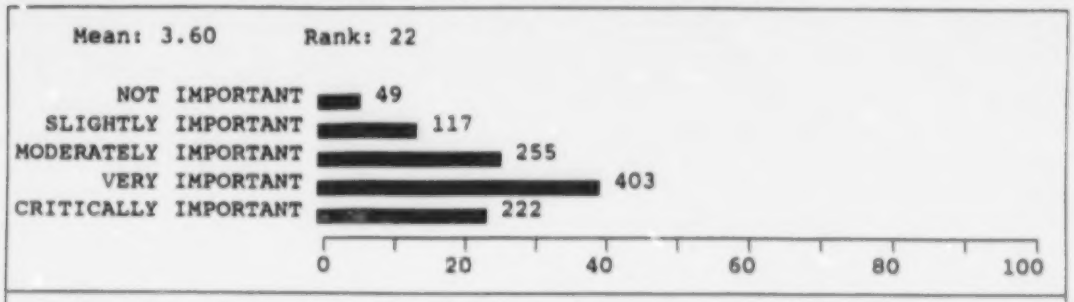
- Over 75% of respondents agree with the statement that housing developments should contain a variety of income groups. Responses are higher than average in Vancouver East and Vancouver Centre, and, consistent with many of the housing questions, responses are higher among women than men.

- Respondents were generally less sanguine about having highrises located in their neighbourhoods. 32% approve, with the majority preferring either an adjacent neighbourhood (38%) or elsewhere in the Lower Mainland (30%). Responses indicating more willingness to have highrises located nearby came from people in Multiple Family Dwellings and from Vancouver Centre.

- Trends in suburbanization were addressed through a series of related questions. Half of all respondents rated channeling growth away from Downtown Vancouver as either very important or critical, noticeably those living in South Surrey and Coquitlam. Residents of New Westminster and North Vancouver score this issue as significantly less important. Better regional recreational facilities is not seen as a

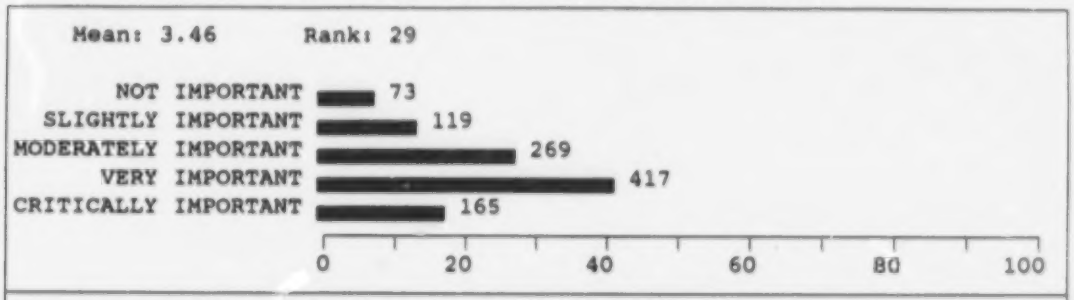
pressing issue, although there is much stronger support for it in West Vancouver, North and South Surrey and in Maple Ridge. Improved regional shopping centres was the bottom ranked issue, with over 65% of all respondents considering it to be either not important or slightly important. Respondents in many suburban areas rate this issue significantly higher, most notably in Maple Ridge.

159. IMPORTANCE OF: PRESERVING UNDEVELOPED OPEN SPACE



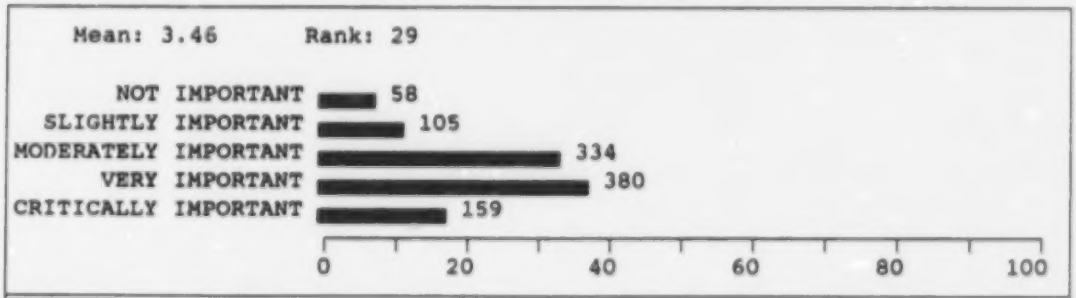
Variation:	Sex	Housing	Age	Education	Region
High	F			UG	WV,NV,MR
Low	M		18	SS	BS

155. IMPORTANCE OF: OPEN SPACE BETWEEN NEIGHBOURHOODS



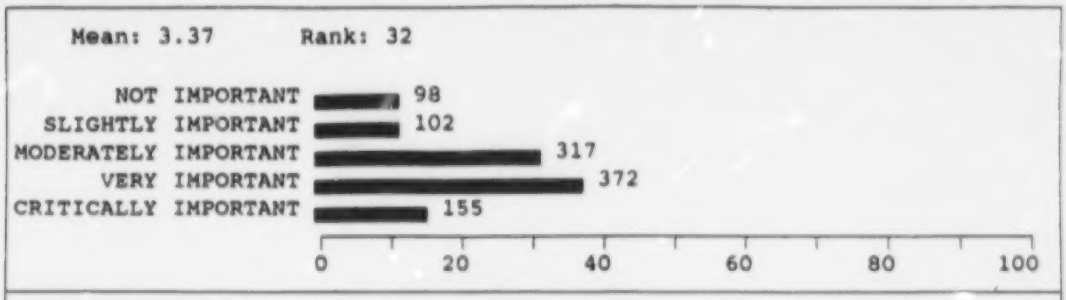
Variation:	Sex	Housing	Age	Education	Region
High	F		25	UG	SS,MR,CQ
Low	M			SS	

187. IMPORTANCE OF: PROMOTING COMPREHENSIVE PHYSICAL PLANNING



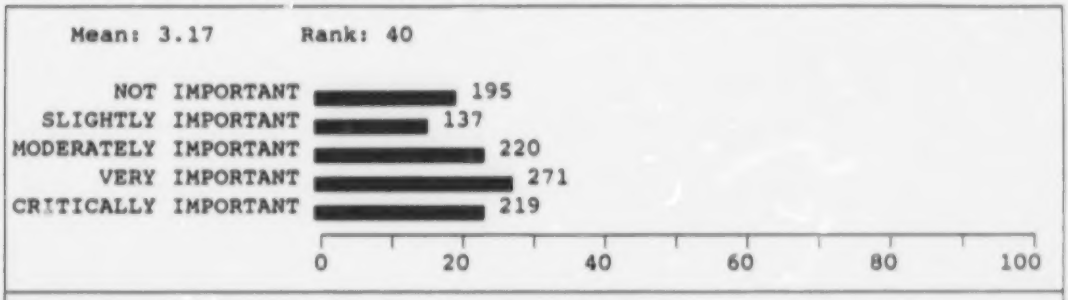
Variation:	Sex	Housing	Age	Education	Region
High	F				WV,CQ
Low	M		18	HS	

201. IMPORTANCE OF: CHANNELING GROWTH AWAY FROM DOWNTOWN VANCOUVER



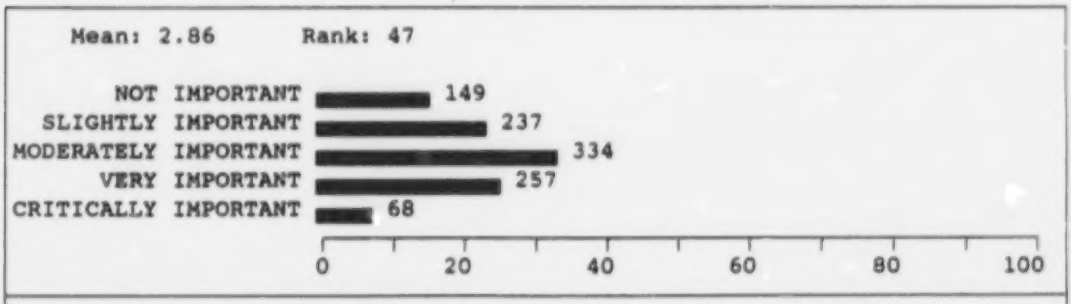
Variation:	Sex	Housing	Age	Education	Region
High					SS,CQ
Low					NW,NV

195. IMPORTANCE OF: LARGE OR 'MONSTER' HOUSES



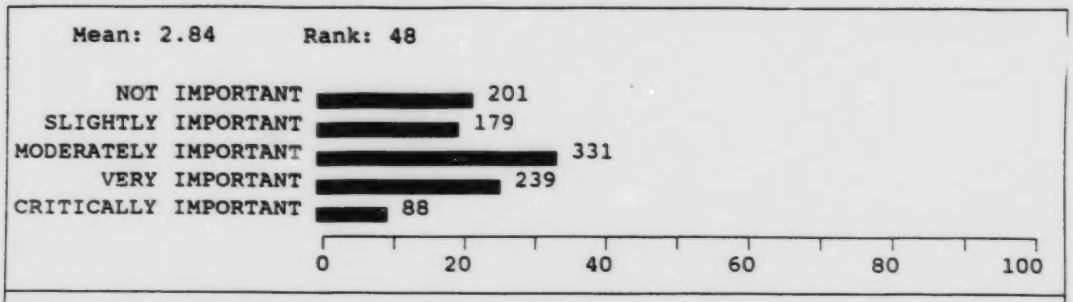
Variation:	Sex	Housing	Age	Education	Region
High	F			HS	VW,WV,MR
Low	M				NV,SS,CQ

158. IMPORTANCE OF: BETTER REGIONAL RECREATIONAL FACILITIES



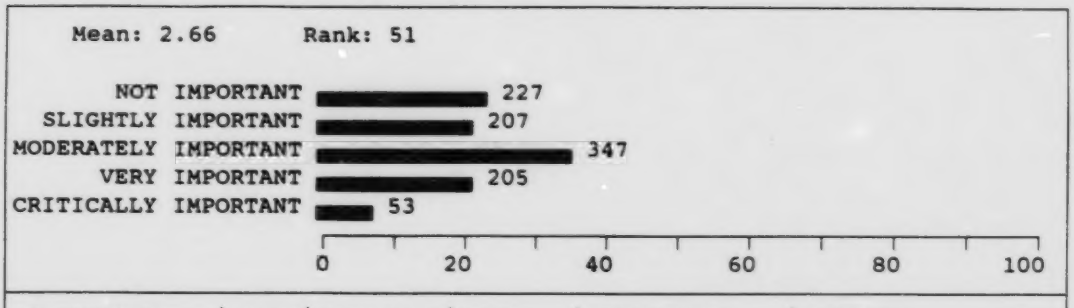
Variation:	Sex	Housing	Age	Education	Region
High					WV,SN,SS,MR
Low					

157. IMPORTANCE OF: INCREASED HOUSING DENSITIES



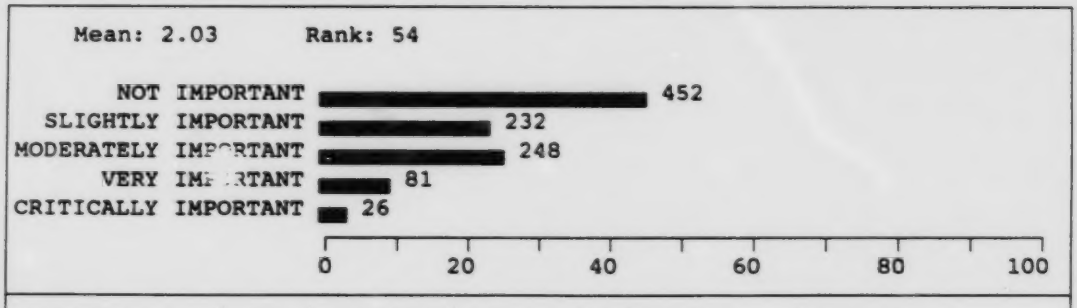
Variation:	Sex	Housing	Age	Education	Region
High	F	Multi			WV,MR
Low	M	SF			

160. IMPORTANCE OF: DEVELOPING NEW TOWNS



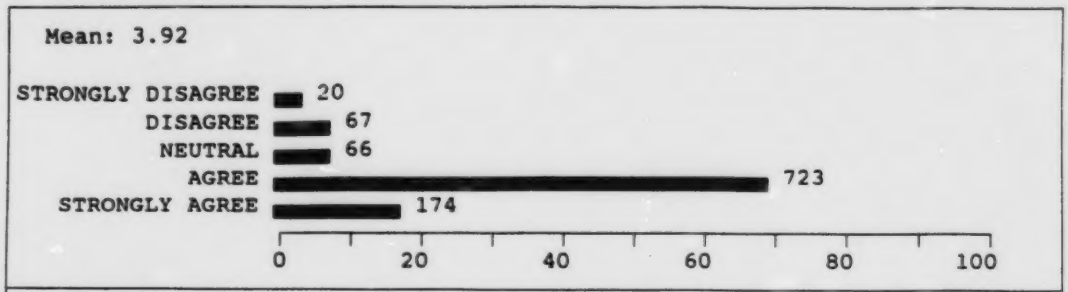
Variation:	Sex	Housing	Age	Education	Region
High		Multi			
Low		SF			MR

154. IMPORTANCE OF: IMPROVED REGIONAL SHOPPING CENTRES



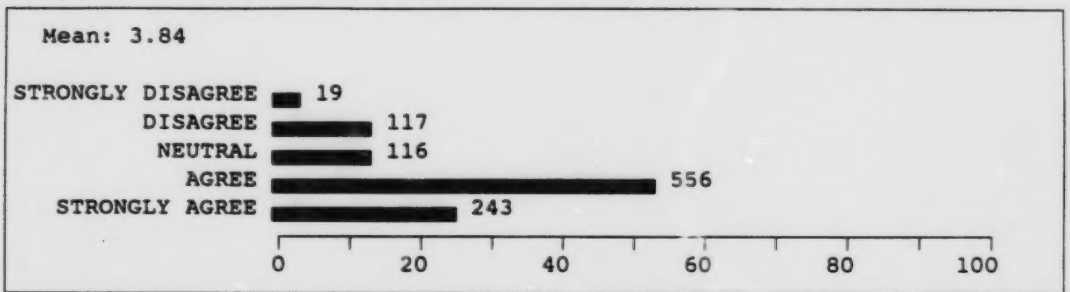
Variation:	Sex	Housing	Age	Education	Region
High					WV,BS,D,SS,L,MR
Low			25	SC	VC

4. HIGH RISE APARTMENTS ARE AN ACCEPTABLE WAY OF HOUSING PART OF THE POPULATION.



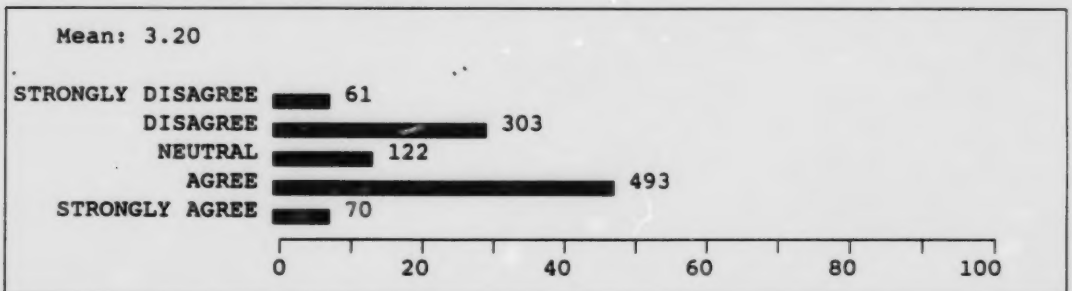
Variation:	Sex	Housing	Age	Education	Region
High			45	PG	VW,VC
Low			18		BS

8. HOUSING DEVELOPMENTS SHOULD CONTAIN A VARIETY OF INCOME GROUPS.



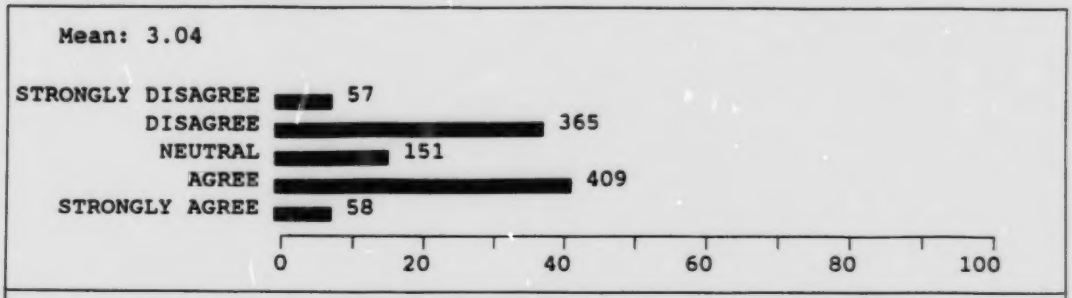
Variation:	Sex	Housing	Age	Education	Region
High	F				VE,VC
Low	M				BS

15. IT IS BETTER TO HAVE HIGH RISE APARTMENTS DISPERSED OVER THE CITY THAN CONCENTRATED IN ONE AREA.



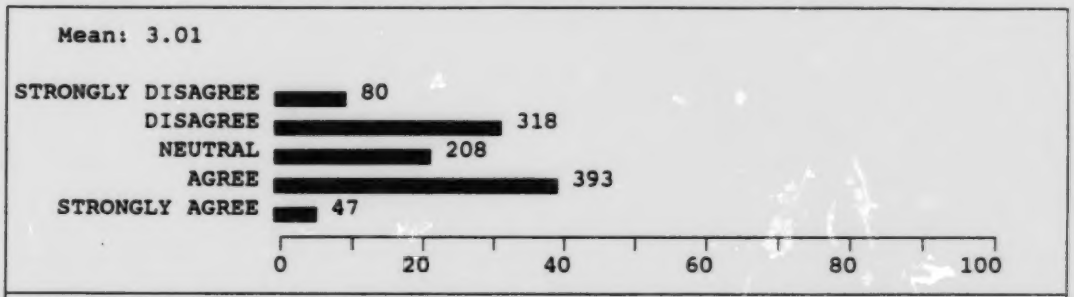
Variation:	Sex	Housing	Age	Education	Region
High			55		
Low			25		

47. THE VARIETY OF STORES FOUND IN THE CENTRAL CITY IS ESSENTIAL TO PROVIDE FOR MY NEEDS.



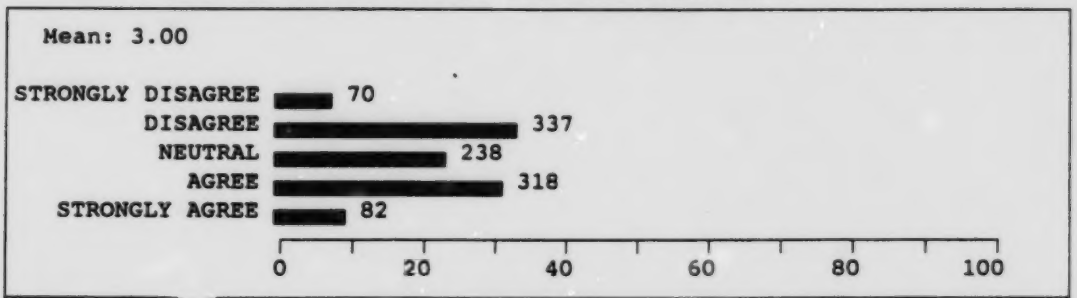
Variation:	Sex	Housing	Age	Education	Region
High		Multi		SS	VC,VE,MR
Low		SF	35		BN

38. THE BEST PLACE TO SHOP IS AT A SUBURBAN SHOPPING CENTRE.



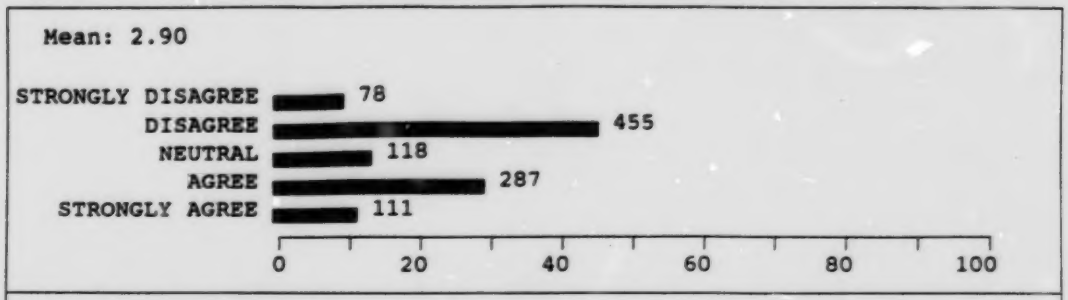
Variation:	Sex	Housing	Age	Education	Region
High		SF	55,65	SS,HS	R,SN
Low		Multi	18,25	SC,UG,PG	VW,VC

5. FUTURE HOUSING SHOULD BE BUILT IN HIGHER DENSITIES ON THE SITE OF CURRENT HOUSING RATHER THAN ON EXISTING OPEN LAND.



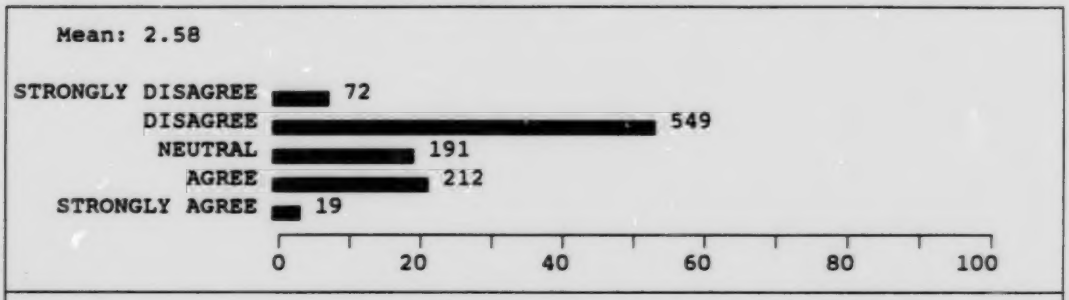
Variation:	Sex	Housing	Age	Education	Region
High					
Low					

2. HIGH RISE APARTMENTS SHOULD BE CONFINED TO ONE AREA OF THE CITY.



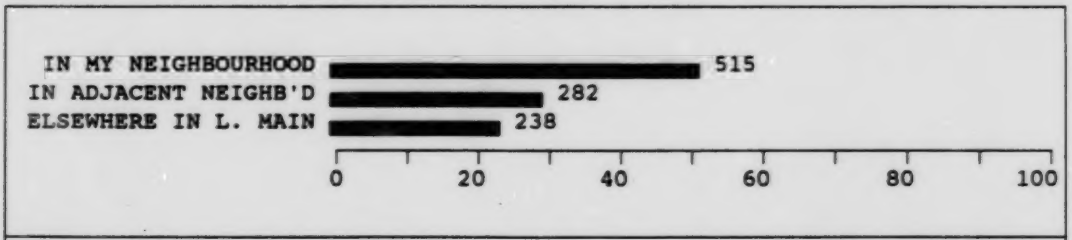
Variation:	Sex	Housing	Age	Education	Region
High					SS
Low					BN,BS,WV,VC

50. CONCENTRATING COMMERCIAL AND INDUSTRIAL DEVELOPMENT INTO CITIES IS THE ONLY WAY TO PRESERVE OPEN SPACE.



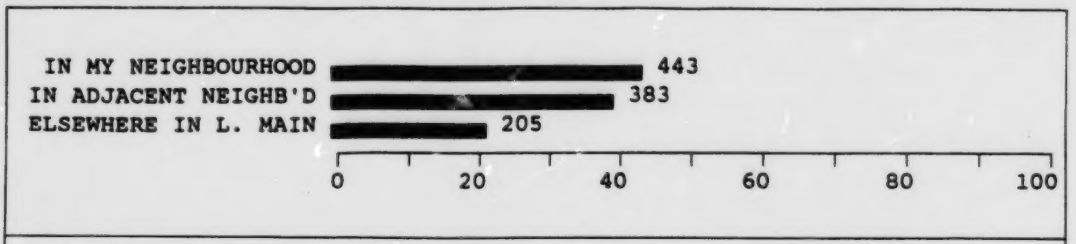
Variation	Sex	Housing	Age	Education	Region
High			18,65	SS	
Low			35	SC,PG	WV,MR

66. WHERE TO LOCATE: LOW INCOME HOUSING



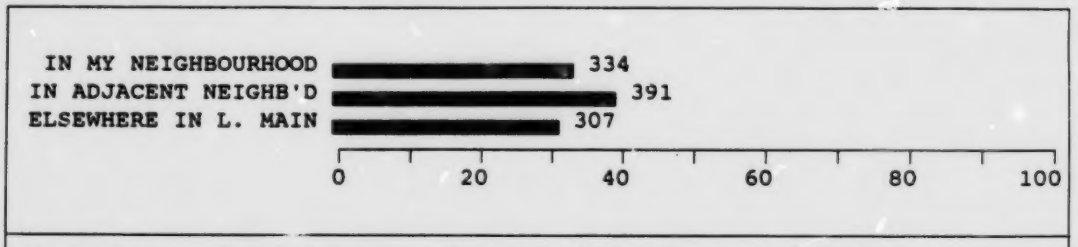
Variation	Sex	Housing	Age	Education	Region
Nearby		Multi	25	SS	VC,NW,WV,SN,MR
Away		SF	35		VW

69. WHERE TO LOCATE: REGIONAL SHOPPING CENTRE



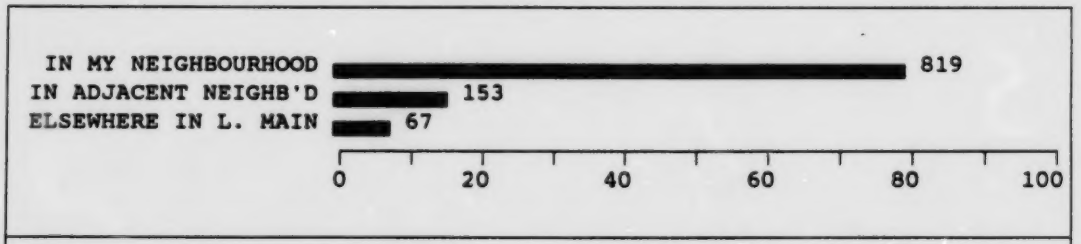
Variation	Sex	Housing	Age	Education	Region
Nearby			55	SS	NV,SN,L,MR
Away				UG,PG	VW,VC,VE,NW,D

70. WHERE TO LOCATE: HIGH-RISES



Variation	Sex	Housing	Age	Education	Region
Nearby		Multi			VC
Away		SF			VE,NW,WV,D,MR

72. WHERE TO LOCATE: AFFORDABLE HOUSING



Variation	Sex	Housing	Age	Education	Region
Nearby		Multi			VC,SN,MR
Away		SF			VW

E. MANAGING GROWTH

Among the questions relating to managing growth in the Region, the issues of stimulating and controlling economic development and planning population growth are rated highly among respondents. In addition, there are mixed reactions as to the future of the Region in the years to come.

- In terms of economic growth, a majority of respondents feel it important to stimulate economic development. Higher than average responses are noted among the 55 to 64 age cohort and in West Vancouver, Surrey North and in Langley. In addition, promoting industry and commerce is rated highly by more than half the respondents, particularly in Coquitlam and Langley, and among the 55 to 64 age cohort. It is interesting to note in this regard that almost 70% of respondents feel that future office and commercial developments should be channeled away from downtown Vancouver.

- While there is a recognition of the need to stimulate and promote economic growth, respondents are reluctant to accept the proposition that private developers and businessmen are more knowledgeable than are the general public concerning where development should or should not occur, as only 16% agreed with this statement.

- It is perhaps not totally unexpected that when people were asked where they would prefer light industry to be located only 20% indicated "in my neighbourhood". Stronger preferences were expressed for adjacent neighbourhoods (30%) or elsewhere in the Lower Mainland (50%).

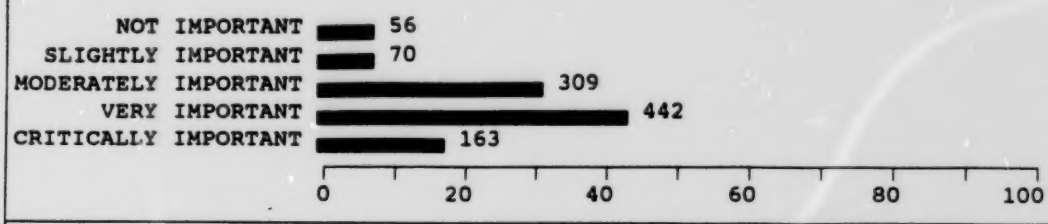
- The majority of respondents are not in favour of controls which would set a population limit for the Lower Mainland. However, there is a wider divergence in response to the statement "If the population of Metropolitan Vancouver doubled in the next ten years I would move out". 20% of respondents are neutral on this issue, with the remainder evenly split between agreement and disagreement.

- A similar divergence of opinion was recorded in response to the statement "The economy of Greater Vancouver must be allowed to grow and ways will just have to be found to accommodate any future increases in population". Male respondents were in greater agreement, as were those living in single family dwellings.

- In view of the high rankings given by respondents to environmental issues, the results for the statement "Plentiful jobs will make the people of Greater Vancouver much happier than anything the natural environment can provide" are interesting. 25% of respondents are in agreement with this statement, with 58% opposed and 17% neutral. Those in the younger age cohorts (below 45) are more strongly opposed, as are residents of Langley, Vancouver Centre, North Vancouver and West Vancouver.

189. IMPORTANCE OF: STIMULATING ECONOMIC DEVELOPMENT

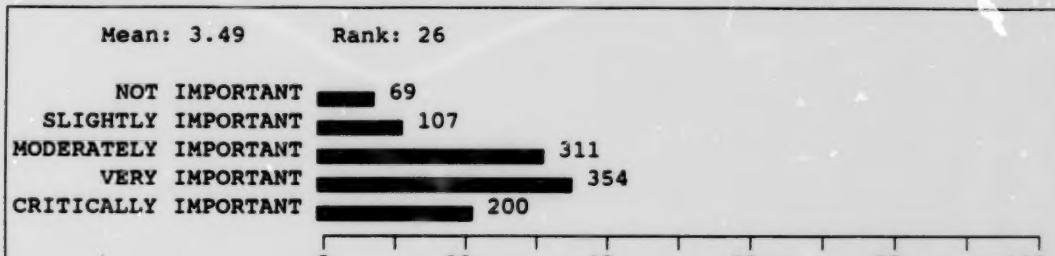
Mean: 3.56 Rank: 24



Variation	Sex	Housing	Age	Education	Region
High		SF	55	SS	WV,SN,L
Low		Multi		PG	NW,NV

197. IMPORTANCE OF: MANAGING THE REGION'S POPULATION GROWTH

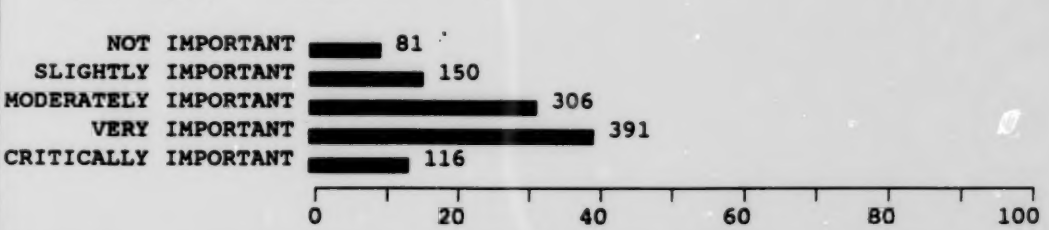
Mean: 3.49 Rank: 26



Variation:	Sex	Housing	Age	Education	Region
High	F				
Low	M				MR

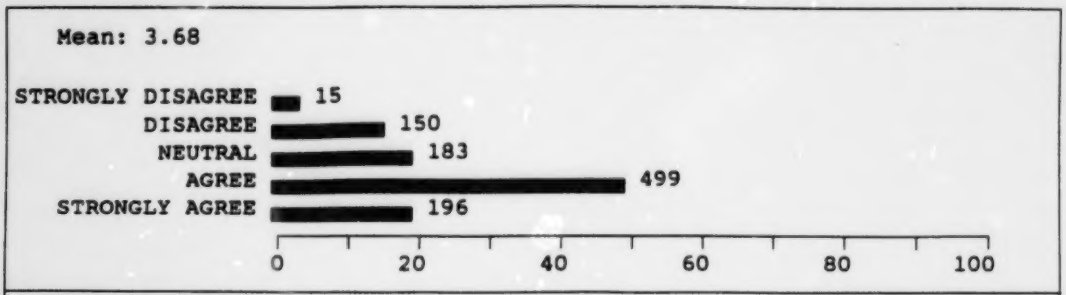
161. PROMOTING INDUSTRY AND COMMERCE

Mean: 3.30 Rank: 38



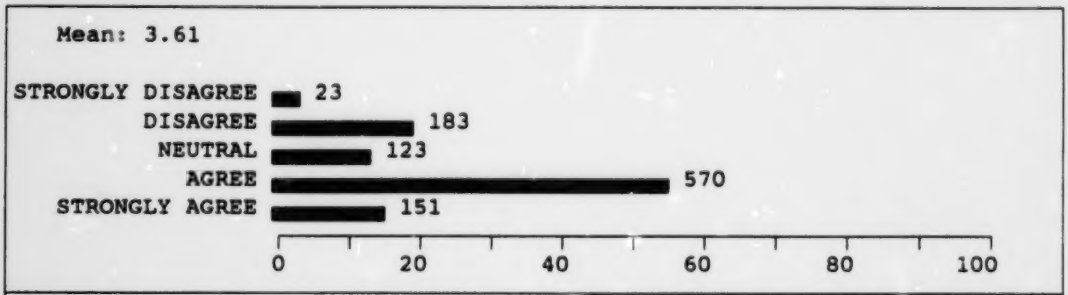
Variation:	Sex	Housing	Age	Education	Region
High	M	SF	55		L,CQ
Low	F	Multi	18,25		VC,NW,NV,MR

65. I EXPECT THE LOWER MAINLAND TO GET WORSE IN THE NEXT TEN YEARS.



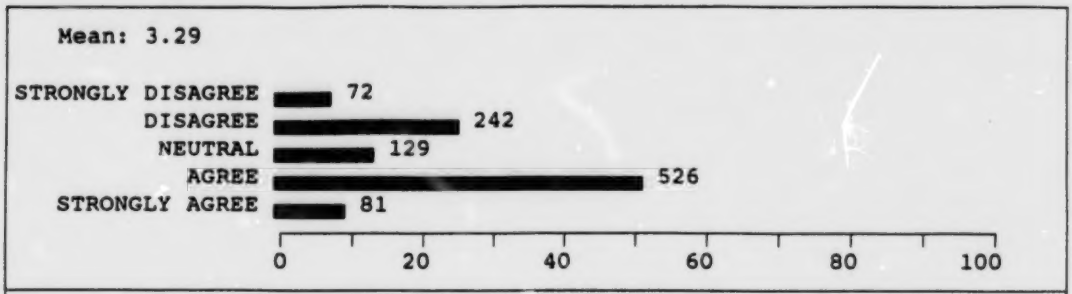
Variations:	Sex	Housing	Age	Education	Region
High				A	D
Low			35	PG	VW,BS,WV,MR

17. DOWNTOWN VANCOUVER IS ALREADY TOO CROWDED; FUTURE COMMERCIAL AND OFFICE DEVELOPMENTS SHOULD BE CHANNELLED TO OTHER PARTS OF THE REGION.



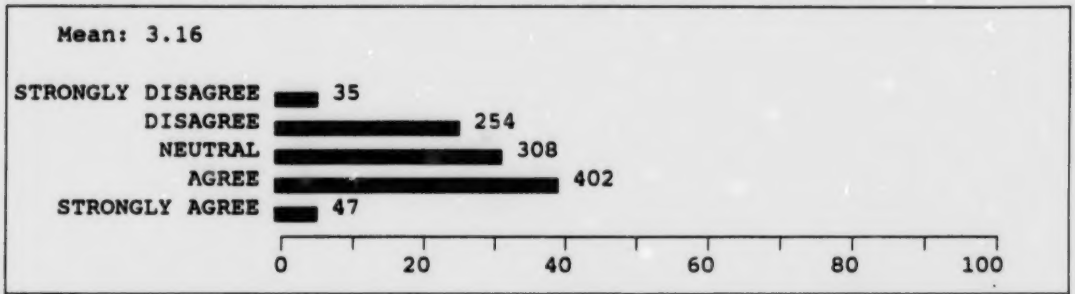
Variation:	Sex	Housing	Age	Education	Region
High	F				MR,CQ
Low	M			PG	WV,NV,VE,VW,VC

13. THE ECONOMY OF GREATER VANCOUVER MUST BE ALLOWED TO GROW AND WAYS WILL JUST HAVE TO BE FOUND TO ACCOMMODATE ANY FUTURE INCREASES IN POPULATION.



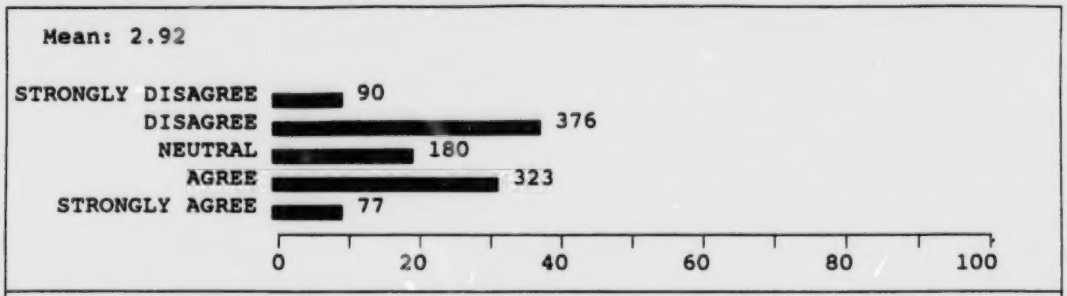
Variation:	Sex	Housing	Age	Education	Region
High	M	SF			
Low	F	Multi		UG	

37. ON THE WHOLE, THE FUTURE IS GOING TO BE BETTER THAN THE PRESENT.



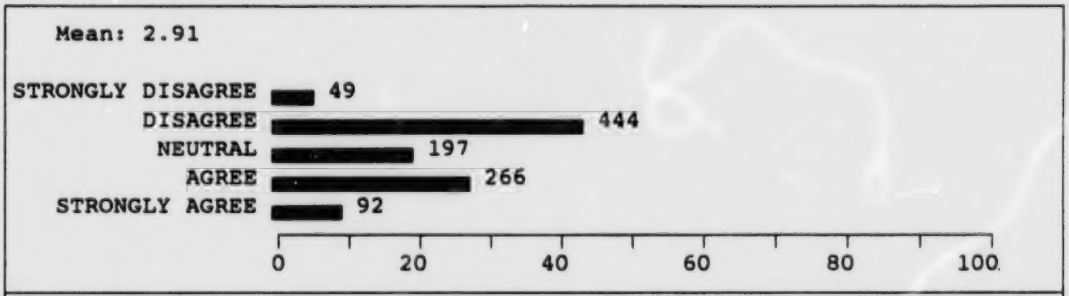
Variation:	Sex	Housing	Age	Education	Region
High			25		SN
Low			18		MR

9. THE SIZE OF GREATER VANCOUVER'S POPULATION MUST BE LIMITED EVEN IF IT MEANS LESS ECONOMIC DEVELOPMENT.



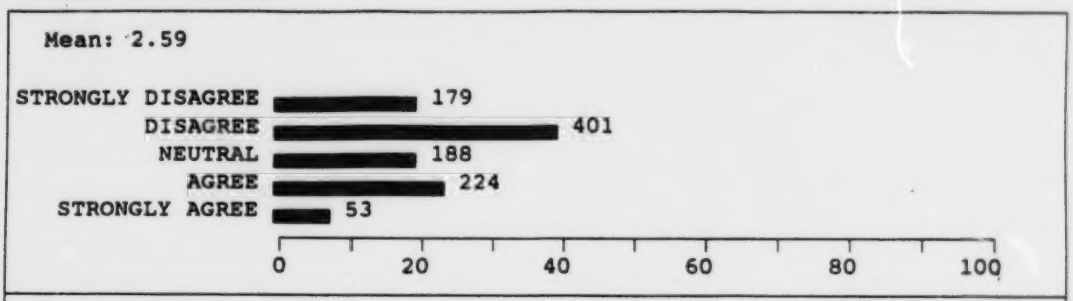
Variation:	Sex	Housing	Age	Education	Region
High	F		65		
Low	M		25,35		WV

56. IF THE POPULATION OF METROPOLITAN VANCOUVER DOUBLED IN THE NEXT TEN YEARS I WOULD MOVE OUT.



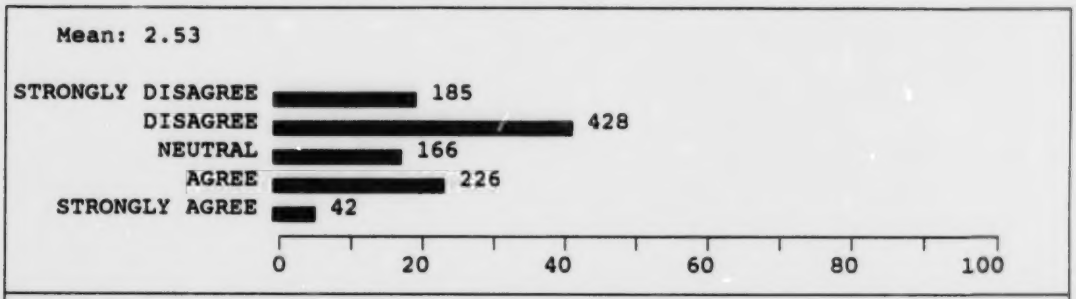
Variation:	Sex	Housing	Age	Education	Region
High					
Low			65		

1. THE CITY GROWS BEST THROUGH PRIVATE DECISIONS BY INDIVIDUALS WHO KNOW THEIR OWN NEEDS.



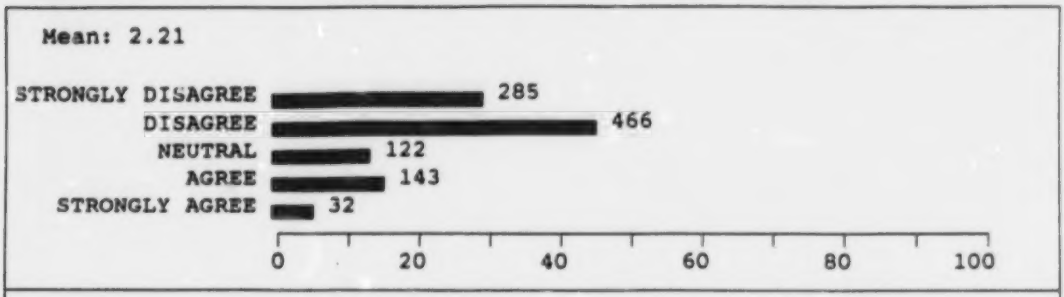
Variation:	Sex	Housing	Age	Education	Region
High			65	SS,HS	L
Low			35	UG,PG	VC,WV,NV,MR

11. PLENTIFUL JOBS WILL MAKE THE PEOPLE OF GREATER VANCOUVER MUCH HAPPIER THAN ANYTHING THE NATURAL ENVIRONMENT CAN PROVIDE.



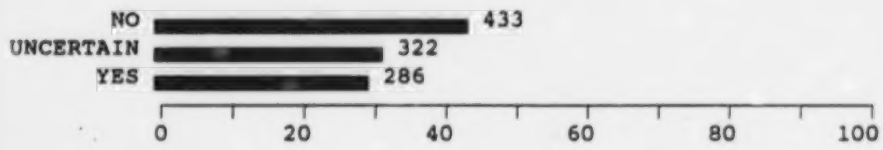
Variation:	Sex	Housing	Age	Education	Region
High			45,55,65	SS,HS	R
Low			18,25,35		L,VC,NV,VW

7. PRIVATE DEVELOPERS AND BUSINESSMEN OFTEN KNOW BETTER THAN ANY PUBLIC BODY WHERE DEVELOPMENT SHOULD OR SHOULD NOT OCCUR.



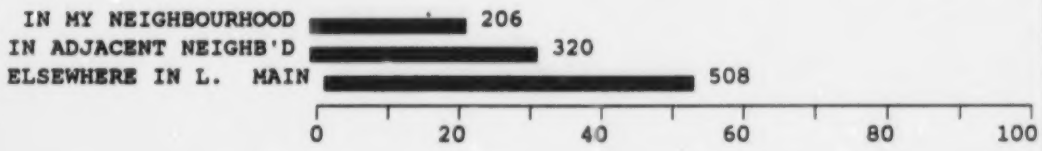
Variation:	Sex	Housing	Age	Education	Region
High	M	SF	45,65	SS,HS	CQ
Low	F	Multi		UG,PG	NW

81. WOULD YOU BE IN FAVOUR OF CONTROLS WHICH SET A POPULATION LIMIT FOR THE LOWER MAINLAND?



Variation:	Sex	Housing	Age	Education	Region
Nearby			65		
Away					

71. WHERE TO LOCATE: LIGHT INDUSTRY



Variation:	Sex	Housing	Age	Education	Region
Nearby					SN,L
Away					VW,VE,WV,D,MR

F. GOVERNANCE

Respondents' opinions on a range of questions relating to governance are of considerable interest. People are concerned about the quality of local government; this issue was ranked in 18th position, with 63% of respondents considering it to be either very or critically important. On the other hand, there is little concern about the structure of local government, as this issue ranks in the 50th position. There is strong sentiment that issues should not be left to experts and professionals, and that public input into decision-making is important.

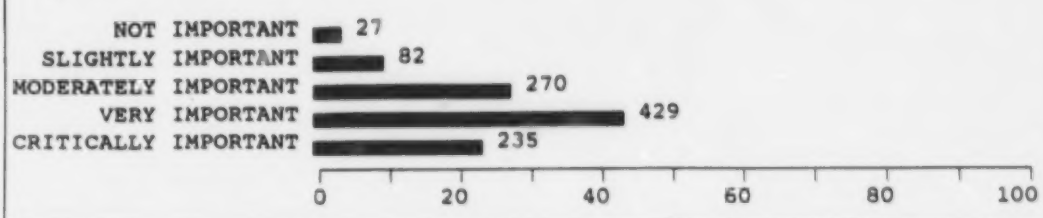
- Almost 70% disagree with the statement "Many urban problems are apparent only to experts". Respondents in the 35 to 44 age cohort are in stronger disagreement, while those 65 and over are more in agreement. 80% disagree with the statement "Public opinion is meaningless since the public doesn't understand what is going on in the city."

- Almost 90% of respondents agree with the statement that civic leaders should realize that they are dealing with responsible, knowledgeable citizens; however, it is apparent to approximately 75% of respondents that it is only when public opinion is loud enough that governments tend to act.

- 75% of respondents agree with the statement "Proposed development should only proceed with the approval of local residents". The level of agreement is significantly higher in Vancouver East.

175. IMPORTANCE OF: QUALITY OF MUNICIPAL GOVERNMENT

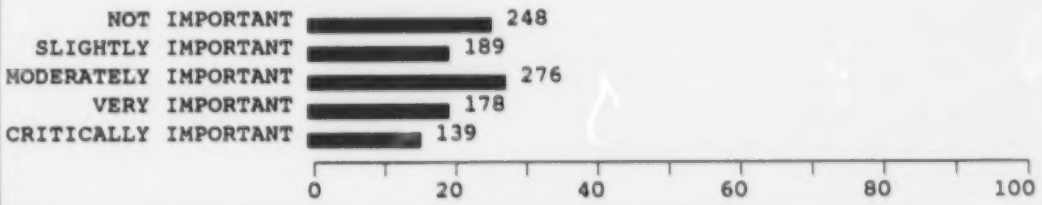
Mean: 3.73 Rank: 18



Variation:	Sex	Housing	Age	Education	Region
High			65		SN
Low				PG	BS,WV,MR

203. IMPORTANCE OF: CHANGING THE STRUCTURE OF LOCAL GOVERNMENT

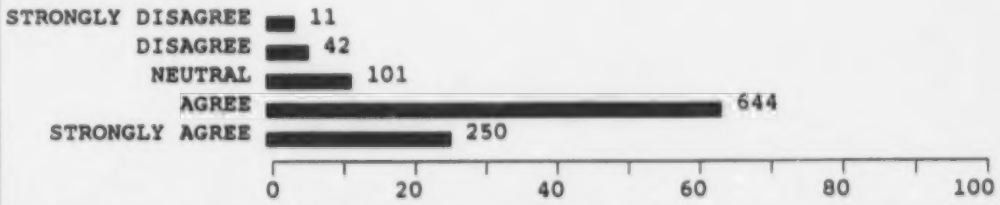
Mean: 2.78 Rank: 50



Variation:	Sex	Housing	Age	Education	Region
High	F	Multi	25		SN,NV
Low	M	SF	45,55	UG,PG	

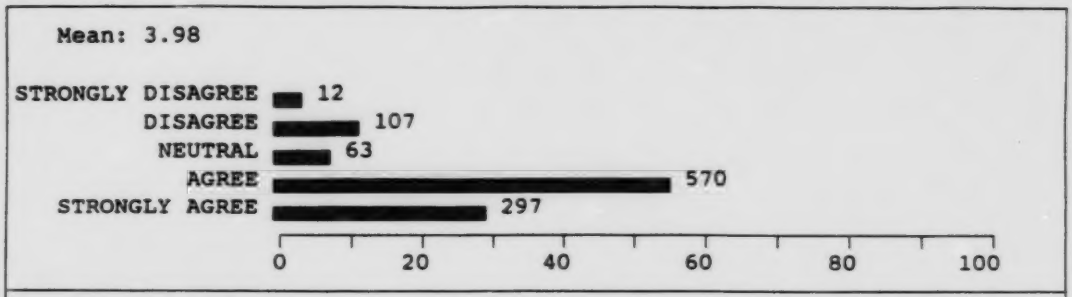
27. CIVIC LEADERS SHOULD REALIZE THAT THEY ARE NOT DEALING WITH AN IGNORANT MASS BUT WITH GROUPS OF RESPONSIBLE, KNOWLEDGEABLE CITIZENS.

Mean: 4.03



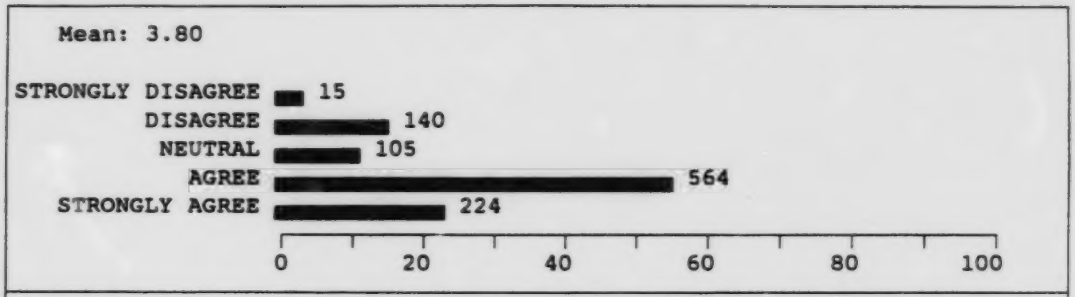
Variation:	Sex	Housing	Age	Education	Region
High	F				VE
Low	M				SN

63. ONLY WHEN PUBLIC OPINION IS LOUD ENOUGH WILL THE GOVERNMENT ACT.



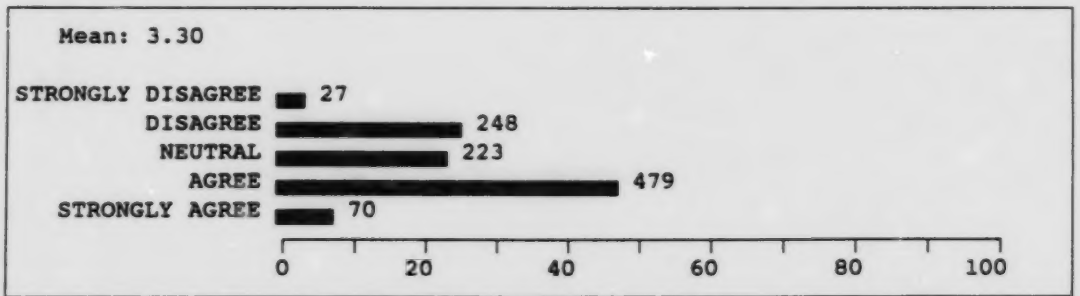
Variation:	Sex	Housing	Age	Education	Region
High					
Low					

31. PROPOSED DEVELOPMENT SHOULD ONLY PROCEED WITH THE APPROVAL OF LOCAL RESIDENTS.



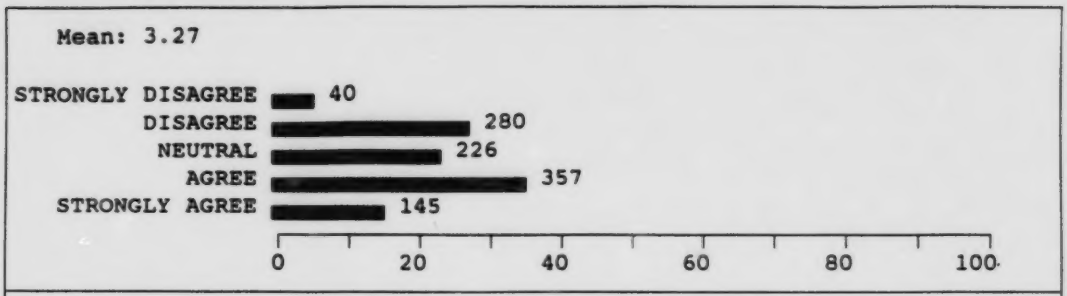
Variation:	Sex	Housing	Age	Education	Region
High	F			SS	VE
Low	M				

28. PUBLIC AGENCIES ARE MORE CONCERNED WITH PEOPLE'S NEEDS THAN ARE PRIVATE ENTERPRISES.



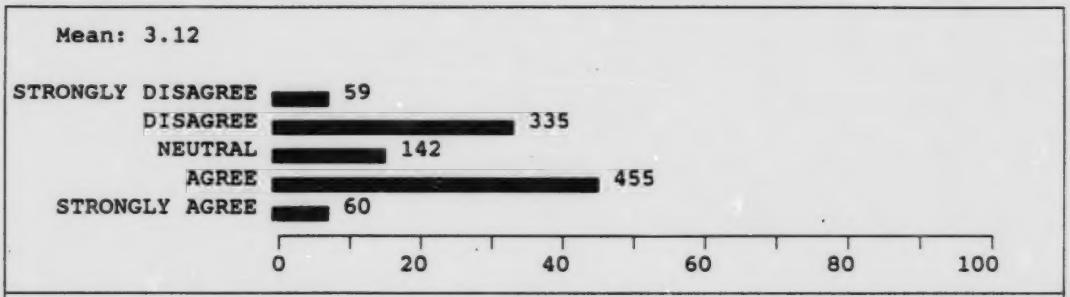
Variation:	Sex	Housing	Age	Education	Region
High			65	UG	VE, NW
Low			35	SC	

30. THE LESS I HAVE TO DO WITH GOVERNMENT OFFICIALS AND THE LAW, THE BETTER I LIKE IT.



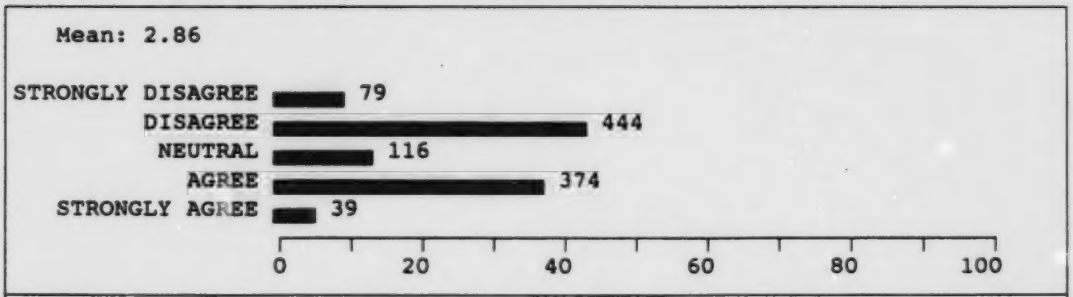
Variation:	Sex	Housing	Age	Education	Region
High	M				
Low	F				

22. WE SHOULDN'T WORRY ABOUT A FEW DISSENTING INDIVIDUALS. IT IS THE MAJORITY WE SHOULD PLAN FOR.



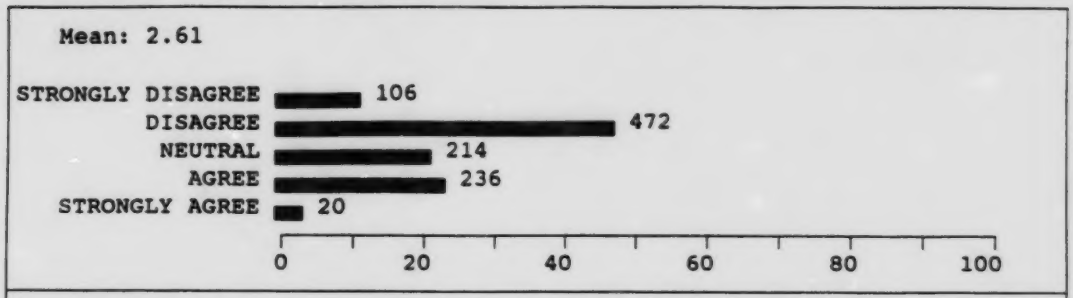
Variation:	Sex	Housing	Age	Education	Region
High	M	SF	65	SS,HS	R
Low	F	Multi		UG,PG	

14. MOST PEOPLE DO NOT CARE ABOUT CIVIC ISSUES.



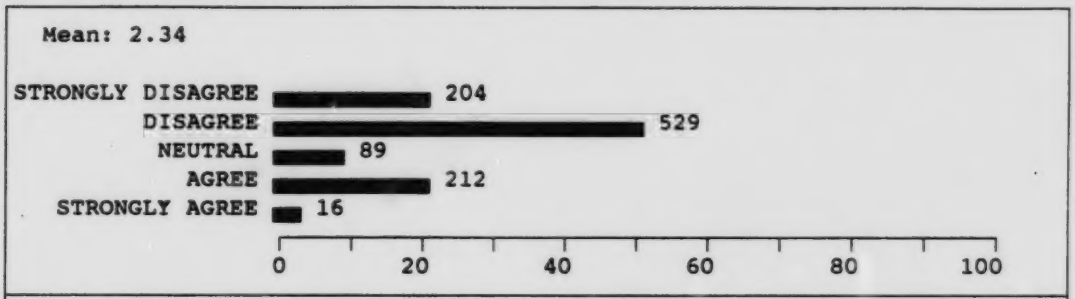
Variation:	Sex	Housing	Age	Education	Region
High			65		SS
Low			35		

19. DECISIONS IN GREATER VANCOUVER COULD BE MADE BETTER IF LEFT TO PROFESSIONAL CITY MANAGERS.



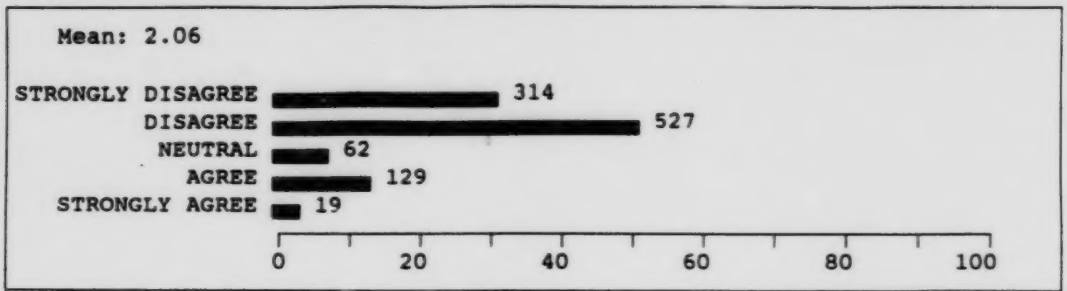
Variation:	Sex	Housing	Age	Education	Region
High		SF	65		
Low		Multi		UG,PG	

21. MANY URBAN PROBLEMS ARE APPARENT ONLY TO EXPERTS. ORDINARY PEOPLE ARE LARGELY UNAWARE OF THEIR SURROUNDINGS.



Variation:	Sex	Housing	Age	Education	Region
High			65	SS	
Low			35	UG,PG	VW,WV

20. PUBLIC OPINION IS MEANINGLESS SINCE THE PUBLIC DOESN'T UNDERSTAND WHAT IS GOING ON IN THE CITY.



Variation:	Sex	Housing	Age	Education	Region
High			65	SS,HS	
Low					

V. GENDER DIFFERENCES

Of the 54 Community and Regional Issues women obtained 31 aggregate mean scores which were significantly higher than those of men. On only one issue did men score significantly higher than women.

The ten issues for which women's scores were most significantly higher than men's are as follows:

173. PROVIDING ASSISTANCE TO THE HOMELESS
183. AFFORDABLE HOUSING
180. PROVISION OF WELFARE
198. HOUSING FOR THE ELDERLY WHERE THEY DESIRE
167. AIR POLLUTION FROM INDUSTRY
194. DAYCARE
163. PROTECTING AGRICULTURAL LAND
199. AFFORDABLE HOUSING FOR FIRST TIME BUYERS
191. EARTHQUAKE SAFETY
155. OPEN SPACE BETWEEN NEIGHBOURHOODS

The single issue for which males scored significantly higher than females was:

161. PROMOTING INDUSTRY AND COMMERCE

Table 7 below presents the full rankings of the issues for both men and women. Issues which either men or women ranked at least three positions higher are identified and their positional differences are noted. In addition, issues for which the mean score differences are significant are indicated.

TABLE 7 - COMPARATIVE RANKING OF ISSUES - MALE / FEMALE

MALE				FEMALE			
RANK	QU.	MEAN		RANK	QU.	MEAN	
1	171	4.47-		1	171	4.61+	
2	162	4.42-		2	167	4.57+	
3	167	4.36-		3	162	4.54+	
4	170	4.26-		4	170	4.42+	
5	168	4.18	+3 Protect Fraser R.	5	166	4.32+	+3 Air Poll'n Autos
6	188	4.18		6	188	4.30	
7	181	4.16-		7	181	4.28+	
8	166	4.11-		8	168	4.26	
9	176	4.09-		9	183	4.24+	+3 Affordable Housing
10	177	4.03-		10	176	4.22+	
11	172	3.98-	+3 Traffic Congestion	11	177	4.18+	
12	183	3.95-		12	199	4.18+	
13	199	3.92-		13	173	4.15+	
14	173	3.86-		14	172	4.08+	
15	202	3.79	+3 More Eff. T'port	15	163	4.07+	
16	163	3.78-		16	190	3.89+	
17	190	3.74-		17	198	3.87+	+4 Housing for Elderly
18	175	3.68		18	202	3.79	
19	165	3.66		19	165	3.74	
20	196	3.56	+6 Improved Bus	20	175	3.72	
21	198	3.56-		21	159	3.72+	+3 Pres. Undev. Open Sp.
22	189	3.49	+6 Stim. Ec. Dev.	22	179	3.71+	
23	178	3.47-		23	178	3.70+	
24	159	3.46-		24	180	3.61+	+11 Welfare Services
25	179	3.43-		25	155	3.58+	+7 Gr Space Bet. N'hoods
26	152	3.41	+4 Skytrain Coquit'm	26	196	3.57	
27	161	3.37+	+13 Promote Industry	27	197	3.57+	
28	187	3.35-	+3 Comp. Phys. Plan	28	189	3.55	
29	197	3.35-		29	194	3.52+	+9 Daycare
30	200	3.33	+8 Improve Highway	30	152	3.48	
31	201	3.32	+6 Growth Away From Vcr.	31	187	3.46+	
32	155	3.30-		32	191	3.44+	+7 Earthquake Safety
33	180	3.30-		33	186	3.42+	
34	186	3.30-		34	151	3.37	
35	153	3.29		35	192	3.37+	
36	151	3.26		36	153	3.36	
37	192	3.21-		37	201	3.35	
38	194	3.17-		38	200	3.31	
39	191	3.14-		39	195	3.27+	
40	195	3.03-		40	161	3.15-	
41	185	3.00-		41	193	3.08	
42	193	2.97		42	185	3.07+	
43	169	2.92		43	182	3.06+	+3 Minority Groups
44	158	2.90	+6 Bet. Reg. Rec. Facs	44	169	2.93	
45	150	2.85		45	150	2.91	
46	182	2.82-		46	157	2.90+	+3 Inc. Housing Density
47	164	2.81		47	156	2.85	
48	156	2.74		48	203	2.85+	+3 Ch Local Government
49	157	2.71-		49	164	2.83	
50	160	2.65		50	158	2.77	
51	203	2.59-		51	160	2.60	
52	174	2.51		52	184	2.53+	
53	184	2.30-		53	174	2.52	
54	154	1.95		54	154	2.07	

(NOTE: + or - indicates sig. diff. between mean scores at the .05 level.)

Mean scores for the 65 Issues - Attitudes questions are presented in the following pages, showing differences in mean responses between males and females. Table 8 displays the mean score for males and females separately, and then the difference in the means in the third column. A negative sign in the DIFF. column indicates that female mean scores on this issue were higher than for males. Difference-of-means t-tests were run on the data, and the results of these tests are given in the fourth and fifth columns. The fourth column shows t-scores, which indicate the degree of difference between the two groups. The fifth column provides a probability level which is interpreted as the likelihood that the two samples (i.e., scores obtained from male and female respondents) have the same means, given variability inherent in the sampling process.

Respondents were asked to state whether they strongly agree, agreed, were neutral, disagreed or strongly agreed with the statements. These responses were scored from 1 to 5, with 5 signifying strong agreement. Thus, a mean value of 3.00 indicates that, overall, respondents were neutral about the issue; means over 3.00 indicate agreement while those under 3.00 indicate disagreement. Of course, the mean scores do not indicate the degree of variability in individual responses.

For example, examine statement 29: "Although a minority of people are suffering hardship, most people in our society are comfortable enough."

- The mean score for males is 3.41.
- The mean score for females is 3.12.
- The difference in mean scores is 0.30, with men scoring higher than women. This indicates that male respondents were more in agreement with the statement than were female respondents.
- The t-score is 4.74, with a probability level of .000. This indicates that the likelihood that the difference between male and female responses was due to chance as a result of random sampling is less than 1 in a thousand.
- As both male and female scores are greater than 3.00, both groups were in overall agreement with the statement; male respondents showed a stronger degree of agreement.

The data are presented in descending order of the magnitude of the differences in the means. Thus, the statements near the top of the table are the ones which produced the largest differences between male and female responses, while those toward the bottom of the table show small differences.

Table 8 - Differences in Mean Response: Males vs. Females

		MALE	FEMALE	DIFF.	TSCORE	PROB.
36	WOMEN SHOULD HAVE COMPLETE AND TOTAL CONTROL OVER THEIR BODIES.	3.98	4.33	-.35	-5.41	.000
42	I TRUST MY FEELINGS MORE THAN MY THOUGHTS.	2.92	3.23	-.31	-5.28	.000
29	ALTHOUGH A MINORITY OF PEOPLE ARE SUFFERING HARDSHIP, MOST PEOPLE IN OUR SOCIETY ARE COMFORTABLE ENOUGH.	3.41	3.12	.30	4.74	.000
30	THE LESS I HAVE TO DO WITH GOVERNMENT OFFICIALS AND THE LAW, THE BETTER I LIKE IT.	3.40	3.14	.26	3.72	.000
9	THE SIZE OF GREATER VANCOUVER'S POPULATION MUST BE LIMITED EVEN IF IT MEANS LESS ECONOMIC DEVELOPMENT.	2.81	3.06	-.24	-3.48	.001
34	MARRIAGE AS A SOCIAL INSTITUTION IS LOSING ITS SIGNIFICANCE TODAY.	3.22	2.98	.24	3.39	.001
31	PROPOSED DEVELOPMENT SHOULD ONLY PROCEED WITH THE APPROVAL OF LOCAL RESIDENTS.	3.69	3.93	-.24	-4.02	.000
8	HOUSING DEVELOPMENTS SHOULD CONTAIN A VARIETY OF INCOME GROUPS.	3.75	3.95	-.20	-3.30	.001
41	MY LIFE IS PRETTY MUCH WHAT I THOUGHT IT WOULD BE TEN YEARS AGO.	2.88	2.69	.20	2.84	.005
16	PATIENTS ARE WAITING TOO LONG RO NECESSARY SURGERY.	4.11	4.31	-.20	-3.58	.000
13	THE ECONOMY OF GREATER VANCOUVER MUST BE ALLOWED TO CONTINUE TO GROW AND WAYS WILL JUST HAVE TO BE FOUND TO ACCOMMODATE ANY FUTURE INCREASES IN POPULATION.	3.37	3.18	.19	2.78	.006
22	WE SHOULDN'T WORRY ABOUT A FEW DISSENTING INDIVIDUALS. IT IS THE MAJORITY WE SHOULD PLAN FOR.	3.20	3.01	.19	2.81	.005
43	A SINGLE FAMILY HOUSE IS NOT ESSENTIAL FOR A TRUE "FAMILY LIFE".	3.11	3.30	-.18	-2.68	.007
26	ATTEMPTING TO MIX LIFESTYLES IN ANY ONE PART OF THE CITY ONLY LEADS TO FRICTION.	2.60	2.42	.18	3.01	.003
27	CIVIC LEADERS SHOULD REALIZE THAT THEY ARE NOT DEALING WITH AN IGNORANT MASS BUT WITH GROUPS OF RESPONSIBLE, KNOWLEDGEABLE CITIZENS.	3.96	4.11	-.15	-3.25	.001

Table 8 - Differences in Mean Response: Males vs. Females (Cont.)

		MALE	FEMALE	DIFF.	TSCORE	PROB.
10	NO FORM OF PUBLIC TRANSPORTATION SUBSTITUTES FOR THE CONVENIENCE OF THE PRIVATE AUTOMOBILE.	2.82	2.67	.15	1.93	.054
52	I LIKE THE VARIETY OF STIMULATION ONE FINDS IN A CITY.	3.73	3.88	-.15	-3.12	.002
17	DOWNTOWN VANCOUVER IS ALREADY TOO CROWDED. FUTURE COMMERCIAL AND OFFICE DEVELOPMENTS SHOULD BE CHANNELLED TO OTHER PARTS OF THE REGION.	3.54	3.69	-.15	-2.39	.017
62	BICYCLE USE WOULD INCREASE IF DESIGNATED ROUTES WERE ESTABLISHED.	3.96	4.10	-.15	-2.83	.005
7	PRIVATE DEVELOPERS AND BUSINESSMEN OFTEN KNOW BETTER THAN ANY PUBLIC BODY WHERE DEVELOPMENT SHOULD OR SHOULD NOT OCCUR.	2.27	2.14	.13	2.02	.044
1	THE CITY GROWS BEST THROUGH PRIVATE DECISIONS BY INDIVIDUALS WHO KNOW THEIR OWN NEEDS.	2.65	2.52	.13	1.84	.067
21	MANY URBAN PROBLEMS ARE APPARENT ONLY TO EXPERTS. ORDINARY PEOPLE ARE LARGELY UNAWARE OF THEIR SURROUNDINGS.	2.40	2.27	.13	1.93	.054
11	PLENTIFUL JOBS WILL MAKE THE PEOPLE OF GREATER VANCOUVER MUCH HAPPIER THAN ANYTHING THE NATURAL ENVIRONMENT CAN PROVIDE.	2.59	2.47	.12	1.71	.088
2	HIGH RISE APARTMENTS SHOULD BE CONFINED TO ONE AREA OF THE CITY.	2.84	2.96	-.12	-1.60	.109
39	IT IS RIDICULOUS TO EXPECT TWO ADULTS TO LIVE ALL OF THEIR LIVES TOGETHER.	2.11	2.01	.10	1.81	.071
44	THE CULTURAL LIFE OF THE CITY IS IMPORTANT TO ME.	3.74	3.85	-.10	-1.86	.064
57	I WOULD NOT RAISE CHILDREN IN A CITY ENVIRONMENT.	2.68	2.77	-.10	-1.46	.146
58	WHERE I WORK DOES NOT INFLUENCE WHERE I LIVE.	2.66	2.75	-.09	-1.31	.190
15	IT IS BETTER TO HAVE HIGH RISE APARTMENTS DISPERSED OVER THE CITY RATHER THAN CONCENTRATED IN ONE AREA.	3.24	3.15	.09	1.34	.181
63	ONLY WHEN PUBLIC OPINION IS LOUD ENOUGH WILL THE GOVERNMENT ACT.	3.94	4.03	-.09	-1.61	.107
14	MOST PEOPLE DO NOT CARE ABOUT CIVIC ISSUES.	2.90	2.80	.09	1.35	.178

Table 8 - Differences in Mean Response: Males vs. Females (Cont.)

		MALE	FEMALE	DIFF.	TSCORE	PROB.
49	THE SUBURBS ARE A CULTURAL WILDERNESS.	2.72	2.63	.08	1.32	.186
18	WELFARE SHOULD BE RESTRICTED TO THOSE WHO ARE INCAPABLE OF WORKING.	3.26	3.35	-.08	-1.08	.281
23	RUSH HOUR COMMUTERS SHOULD PAY MORE FOR USING URBAN FACILITIES AT PEAK TIMES.	2.53	2.45	.08	1.13	.259
5	FUTURE HOUSING SHOULD BE BUILT IN HIGHER DENSITIES ON THE SITE OF CURRENT HOUSING RATHER THAN ON EXISTING OPEN LAND.	3.04	2.97	.07	1.04	.301
59	POLLUTION FROM AUTOMOBILES SHOULD BE REDUCES BY INCREASING FEES, TOLLS OR TAXES.	2.69	2.76	-.07	-.92	.360
28	PUBLIC AGENCIES ARE MORE CONCERNED WITH PEOPLES' NEEDS THAN ARE PRIVATE ENTERPRISES.	3.34	3.27	.07	1.08	.280
53	WHAT A PERSON FEELS ABOUT SOMETHING IS A TRUER GUIDE TO HIS CHARACTER THAN WHAT HE THINKS ABOUT.	3.30	3.37	-.06	-1.21	.227
45	CITIES CONTAIN THE BEST ASPECTS OF MODERN LIFE.	2.98	3.04	-.06	-1.03	.302
38	THE BEST PLACE TO SHOP IS AT A SUBURBAN SHOPPING CENTRE.	3.04	2.98	.06	.93	.354
55	IF AIR AND WATER POLLUTION PROBLEMS GET ANY WORSE I WILL LEAVE THE LOWER MAINLAND.	2.67	2.73	-.06	-.94	.345
35	PEOPLE IN VANCOUVER SEEM TO THINK THAT THEY ARE SUPERIOR TO PEOPLE FROM THE REST OF THE PROVINCE.	2.92	2.86	.06	.91	.363
12	IT IS MORE IMPORTANT FOR OUR COMMUNITY THAT PEOPLE ARE REALISTIC AND SENSIBLE RATHER THAN SPECULATIVE AND IMAGINATIVE.	3.35	3.29	.06	.94	.350
65	I EXPECT THE LOWER MAINLAND TO GET WORSE IN THE NEXT TEN YEARS.	3.65	3.71	-.06	-.97	.333
56	IF THE POPULATION OF METROPOLITAN VANCOUVER DOUBLED IN THE NEXT TEN YEARS I WOULD MOVE OUT.	2.88	2.94	-.06	-.85	.397
60	CARS WITH MULTIPLE OCCUPANTS SHOULD BE REWARDED DURING PEAK COMMUTING TIMES.	3.85	3.91	-.05	-1.13	.257
20	PUBLIC OPINION IS MEANINGLESS SINCE THE PUBLIC DOESN'T UNDERSTAND WHAT IS GOING ON IN THE CITY.	2.08	2.03	.05	.85	.393

Table 8 - Differences in Mean Response: Males vs. Females (Cont.)

		MALE	FEMALE	DIFF.	TSCORE	PROB.
25	I AM NOT PREPARED TO CHANGE MY MODE OF TRANSPORTATION TO GET TO AND FROM WORK.	2.76	2.71	.05	.78	.436
4	HIGH RISE APARTMENTS ARE AN ACCEPTABLE WAY OF HOUSING PART OF THE POPULATION.	3.94	3.89	.05	1.04	.297
61	WE SHOULD ENCOURAGE DIVERSITY OF LIFE-STYLES IN THE CITY.	3.86	3.90	-.05	-1.02	.309
48	CHILDREN NEED TO GROW UP WHERE THERE IS LOTS OF OPEN SPACE.	3.77	3.72	.04	.77	.440
40	HOUSE OWNERSHIP IS MORE TROUBLE THAN IT IS WORTH.	2.07	2.02	.04	.84	.403
54	IN COMPAR[illegible] WITH OTHER PLACES IN B.C. MY COMMUNITY [illegible] THE BEST PLACE TO LIVE.	3.18	3.23	-.04	-.68	.498
19	DECISIONS IN GREATER VANCOUVER COULD BE MADE BETTER IF LEFT TO PROFESSIONAL CITY MANAGERS.	2.63	2.59	.04	.65	.515
24	WE MUST PRESERVE THE RIGHT NOT TO WORK AS WELL AS THE RIGHT TO WORK.	2.85	2.88	-.04	-.55	.583
32	GETTING TO WORK IS NO PARTICULAR PROBLEM FOR ME.	3.63	3.67	-.04	-.55	.582
51	CITIES ARE VERY LONELY PLACES.	2.81	2.78	.03	.46	.644
37	ON THE WHOLE, THE FUTURE IS GOING TO BE BETTER THAN THE PRESENT.	3.18	3.15	.03	.48	.628
3	THE TWO BRIDGES OVER BURRARD INLET ARE SUFFICIENT TO HANDLE ALL TRAFFIC BETWEEN VANCOUVER AND THE NORTH SHORE.	2.00	1.98	.02	.38	.706
47	THE VARIETY OF STORES FOUND IN THE [illegible]TRAL CITY IS ESSENTIAL TO PROVIDE FOR MY NEED	3.05	3.04	.02	.28	.779
64	IT NOW TAKES ME LONGER TO TRAVEL TO WORK THAN IT DID A YEAR AGO.	3.09	3.07	.02	.26	.797
33	OWNING LAND PROVIDES A SATISFACTION THAT CAN BE OBTAINED IN NO OTHER WAY.	3.51	3.53	-.01	-.22	.825
46	THERE IS NO POINT IN PAYING RENT MONTH AFTER MONTH WHEN ONE COULD BE USING THIS MONEY TO BUY A HOUSE.	3.79	3.78	.01	.17	.864
50	CONCENTRATING COMMERCIAL AND INDUSTRIAL DEVELOPMENT [illegible] CITIES IS THE ONLY WAY TO PRESERVE OPE[illegible]CE.	2.58	2.57	.01	.10	.924
6	THE COST O[illegible]ERATING PRIVATE AUTOMOBILES IN THE DOWNTOWN AREA SHOULD BE INCREASED.	3.00	2.99	.00	.03	.973

VI. GVRD PLANNING REGIONS

The 54 Community and Regional Issues have also been aggregated in the following table according to eight planning areas used by the GVRD:

1. Vancouver
2. North Shore
3. North East Sector
4. Burnaby / New Westminster
5. Maple Ridge / Pitt Meadows
6. Richmond
7. South Fraser
8. Langley City and District

Table 9 below presents a summary of rankings of the issues in the eight regions. It is organized in the same manner as is Table 2, which provides summary information based on the 15 region breakdown used in the rest of this report.

In the table, the total rankings are displayed in the rightmost column for comparative purposes. Highlights from the table discussed below under the sub-headings are illustrative rather than exhaustive. A comparison of the table below with Table 2 - Ranking of Issues: Regional Breakdown shows that aggregating the data by GVRD planning areas loses significant differences in ranks in certain cases. For instance, Hazardous Waste Disposal (ranked first overall) is ranked higher in North Vancouver and significantly lower (13th) in West Vancouver. Using the GVRD planning areas, Hazardous Waste ranks 3rd for the North Shore. Bearing in mind that similar differences are evident when these two breakdowns are examined, highlights from the table below include:

Pollution

- Issues relating to pollution were ranked significantly higher than the average in the North East sector and significantly lower in Burnaby/New Westminster (with the exception of Clean Up Water Pollution from Industry) and in Maple Ridge/Pitt Meadows.

- Hazardous Waste Disposal was ranked 20th overall in Maple Ridge/Pitt Meadows in contrast to rankings between 1 and 4 in the other regions.

- Richmond ranked Air Pollution from Autos significantly higher than the average and Air Pollution from Industry significantly lower.

- In the South of Fraser sector, Clean Up Water Pollution from Industry was ranked more highly.

- In the Langleys sector, Air Pollution From Industry and Garbage Recycling were significantly higher.

Housing

- Maple Ridge/Pitt Meadows ranked the issue of affordable housing significantly lower than the average, but on the question of affordable housing for the first time buyer, this sector and the North Shore were significantly higher.

- Increasing the housing supply ranked high in Vancouver and the Langleys, and low in the North Shore and Maple Ridge/Pitt Meadows sectors.

- Housing for the Elderly Where They Desire ranked low in the North Shore and Maple Ridge/Pitt Meadows.

Transportation

- Traffic Congestion ranked high in the North East sector and South of the Fraser and low in Vancouver.

- More Efficient Use of Transportation ranked low on the North Shore and in Burnaby/New Westminster and high in the North East, Maple Ridge/Pitt Meadows and South of Fraser.

- Improved Highways Between the Suburbs ranked low in Vancouver and the North Shore, and high in the North East sector, Maple Ridge/Pitt Meadows, South of the Fraser and the Langleys.

- As expected, Freeway Into Downtown Vancouver ranked low in Vancouver and high in the North East, Maple Ridge/Pitt Meadows, South of the Fraser and the Langleys.

Other variations of note include:

- Behaviour Problems in Public Schools ranked high on the North Shore, Maple Ridge/Pitt Meadows and the Langleys, while Drug Abuse in My Neighbourhood ranked high in the North East Sector and South of the Fraser. Both issues ranked low in Vancouver.

- Promoting Industry and Commerce ranked low on the North Shore, Burnaby/New Westminster and Maple Ridge/Pitt Meadows, and high in the North East sector and the Langleys.

- Developing More Public Parks ranked high on the North Shore, in the North East sector and Maple Ridge/Pitt Meadows.

- Improved Regional Shopping Centres ranked high on the North Shore, Maple Ridge/Pitt Meadows and the Langleys.

TABLE 9 - RANKING OF ISSUES: REGIONAL BREAKDOWN (GVRD PLANNING REGIONS)

	VAN	N.SHORE	N.EAST	B/NW	MR/PM	R'MOND	S.FRASER	LANG	TOT
HAZARDOUS WASTE DISPOSAL	1	3*(+)	1*(+)	4*(-)	20*(-)	1	3	2	1
AIR POLLUTION FROM INDUSTRY	2	1	3	1*(-)	3	3*(-)	2	1*(+)	2
CLEAN UP WATER POLLUTION FROM INDUSTRY	3	2	2*(+)	2*(-)	7*(-)	2	1*(+)	4	2
GARBAGE RECYCLING	4	7	5*(+)	8*(-)	13*(-)	6	5	3*(+)	4
PRESERVING THE NATURAL ENVIRONMENT	5	5	8	5	4	7	7	9	5
PROVISION OF HEALTH CARE	8	9	12	6	6	4	4*(+)	8	6
PROTECT THE FRASER RIVER ESTUARY	7	6	4*(+)	9*(-)	9*(-)	4	6	5*(+)	6
AIR POLLUTION FROM AUTOS	6	4	6*(-)	3	10	10*(+)	8	6	8
CRIME	10	14*(-)	13	10	24*(-)	11	9*(+)	6*(+)	9
AFFORDABLE HOUSING	9	12	11	7	16*(-)	8	12	14	10
DISHONESTY IN GOVERNMENT AND BUSINESS	12*(-)	10	9*(+)	11	10	14	10*(+)	13	11
AFFORDABLE HOUSING FOR FIRST-TIME BUYERS	13	8*(+)	10	13	1*(+)	12	13	10	12
TRAFFIC CONGESTION	15*(-)	11	7*(+)	12	5	9	11*(+)	12	13
PROVIDING ASSISTANCE TO THE HOMELESS	11	13	16	15	19*(-)	12	14*(+)	11*(+)	14
PROTECT EXISTING AGRICULTURAL RESERVES	.	16	17	14	34*(-)	16	15*(+)	17	15
INCREASING THE HOUSING SUPPLY	14*(+)	21*(-)	22	16	39*(-)	18	19	15*(+)	16
MORE EFFICIENT USE OF PRESENT TRANSP'N	17	23*(-)	15*(+)	22*(-)	37*(+)	19	16*(+)	16	17
HOUSING FOR THE ELDERLY WHERE THEY DESIRE	19	25*(-)	18	18	43*(-)	17	20	21	18
QUALITY OF MUNICIPAL GOVERNMENT	20	27*(-)	34	17	31*(-)	24	17	21	18
IMPROVED BUS TRANSIT SERVICE	18	19	19	19	15	32*(-)	18	30	18
CURRICULUM PROBLEMS IN PUBLIC SCHOOLS	21	18	30	24*(-)	18	20	24	18	21
PRESERVING UNDEVELOPED OPEN SPACE	22	14*(+)	24	29*(-)	10*(+)	22	26	26	22
RISING PROPERTY TAXES	23	28	20	20	2*(+)	28	22	27	22
STIMULATING ECONOMIC DEVELOPMENT	24	30	31	26	21	23	21*(+)	20*(+)	24
BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS	27*(-)	17*(+)	28	21	16*(+)	21	25	18*(+)	24
MANAGING THE REGIONS POPULATION GROWTH	25	29	29	30	42*(-)	25	27	28	26
SKYTRAIN EXTENSION TO COQUITLAM	29	36*(-)	13*(+)	27	26	26	38*(-)	34	27
PROVISION OF WELFARE SERVICES	26	24	37	25	35	28	28	33	28
PROMOTE COMPREHENSIVE PHYSICAL PLANNING	28	26	23*(+)	23	26	33	30	36	29
OPEN GREEN SPACE BETWEEN NEIGHBOURHOODS	31	20	26*(+)	36*(-)	22*(+)	31	23*(+)	31	29
PROMOTE COMPREHENSIVE SOCIAL PLANNING	32	22	32*(+)	33	13*(+)	36	33	35	31
CHANNELLING GROWTH AWAY FROM DWNTWN VAN.	35	43*(-)	25*(+)	31	44	40	29	29	32
DAYCARE	33	39*(-)	32*(+)	31	51*(-)	27	34	39	32
IMPROVED HIGHWAYS BETWEEN THE SUBURBS	41*(-)	44*(-)	20*(+)	28	23*(+)	37	32*(+)	23*(+)	34
MORE SPECIAL LANES FOR EXPRESS BUSES	36	32	27*(+)	35	36	38	35	36	34
SKYTRAIN EXTENSION TO RICHMOND	30	33	43	37*(-)	45*(-)	15*(+)	41	38	36
EARTHQUAKE SAFETY	34	41*(-)	39	39	53*(-)	30	36	40	37
PROMOTING INDUSTRY AND COMMERCE	38	42*(-)	34*(+)	41*(-)	48*(-)	34	37	25*(+)	38
DRUG ABUSE IN MY NEIGHBOURHOOD	42*(-)	38	36*(+)	34	32	35	30*(+)	31	39
LARGE OR MONSTER HOUSES	37	37	46*(-)	38	8*(+)	39	42	48	40
OVERSEAS IMMIGRATION	40	51	41*(-)	40	54*(-)	41	43	47	41
DEVELOP MORE PUBLIC PARKS	43	35*(+)	40*(+)	42	39*(+)	43	39	45	41
MINORITY GROUPS	39*(+)	31*(+)	48	43	26*(+)	42	46	46	43
VISUAL POLLUTION FROM SIGNS	45	34*(+)	42*(+)	46	38*(+)	48	45	49	44
FREEWAY INTO DOWNTOWN VANCOUVER	53*(-)	50	38*(+)	45	30*(+)	47	40*(+)	24*(+)	45
CONTINUE SUBDIVIS'N GROWTH AS NOW ALLOWED	44	52*(-)	49	44	48	44	48	42	46
BETTER REGIONAL RECREATIONAL FACILITIES	48	45	45	47	39*(+)	49	44	44	47
INCREASED HOUSING DENSITIES	46	46	44	51	29*(+)	46	50	40	48
IMPROVED URBAN CULTURAL FACILITIES	47	40*(+)	51	49	33*(+)	50*(-)	47	52	49
CHANGING THE STRUCTURE OF LOCAL GOVERN'T	49	47	47	50	46	45	49	43	50
DEVELOPING NEW TOWNS	50	53	50	52	52*(-)	52	52	49	51
UNFRIENDLINESS OF CITY LIFE	52	47*(+)	53	48	24*(+)	51	51	51	52
COUNTER-CULTURE MOVEMENTS	51	49*(+)	52	53	50	53	53	53	53
IMPROVED REGIONAL SHOPPING CENTRES	54	54*(+)	54	54	47*(+)	54	54	54*(+)	54

(NOTE: * = sig. difference between the mean score for a given region and the combined mean for the rest of the GVRD.)

MAP APPENDIX

This appendix contains maps of all 147 opinion and attitudinal questions contained in the survey. The maps are intended to display the information gained from the survey at as fine a spatial scale as is possible to aid in the interpretation of regional variation of response. They provide a means of identifying areas of higher or lower response but, because of the very small sample sizes obtained from each mapped sub-area, they cannot be used to infer significant differences in the attitudes of the populations of these sub-regions.

The maps were constructed in the following manner:

- A set of 166 zones were constructed to form the geographical database. Responses to the questionnaire had been identified by census tract; therefore, the zones were designed by aggregating contiguous census tracts. Decision rules in aggregating census tracts were:

  1. The minimum number of respondents per mapping zone was set at 5. This was done to ensure that no zone would reflect the attitudes of only one or two respondents. Both face-to-face and telephone interview respondents were included in the database, but only face-to-face interviews were counted for the purpose of obtaining a zone of the minimum 5 respondent size. The average number of respondents per zone was 7.7.

  2. Census tracts that did not contain the minimum number of responses were aggregated if they were contiguous and if the resulting zone did not cross one of the borders of the 15 regions used to investigate spatial variation.

  3. Census tracts that were very sparsely populated were eliminated from the set. This involved deleting 4 census tracts from consideration; the 8 interviews obtained from these areas were not included in further analysis.

- Once the zones were designed, the mean response from the interviewees in each zone for each question was calculated.

- For each question, the distribution of response was analyzed to derive quartile boundaries. These boundaries represent the 25th, 50th and 75th percentile responses for each question.

- For each question, each zone was assigned a shading value based on the quartile in which the mean response from that zone fell.

For a given question, the mapped data is meant to display the geographical variation in response; therefore, an area showing a high level of response relative to the overall distribution for that question does not mean that the response was high in absolute terms. In order to aid the user in comparing maps, the quartile distribution of the responses is displayed in a bar at the bottom of each page. The median line indicates

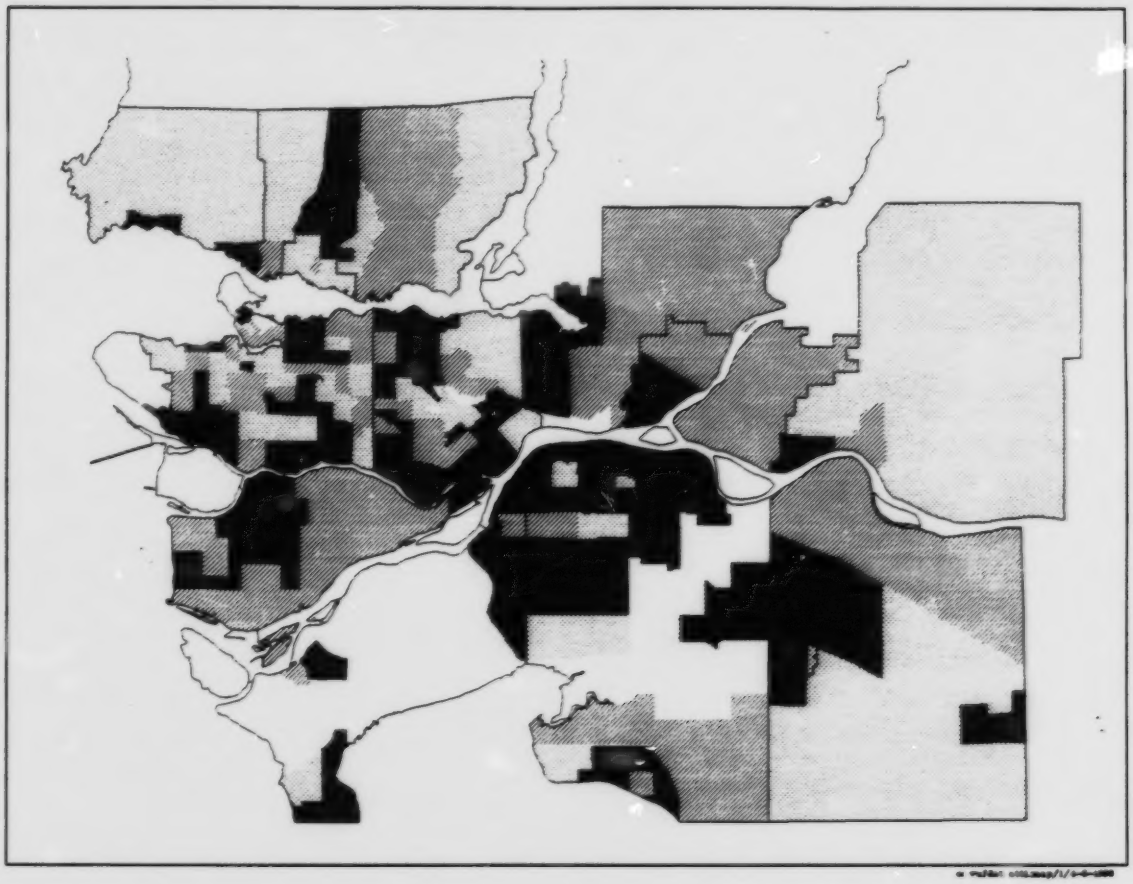
the point at which half of the responses are higher and half are lower. Comparing the median point of different questions gives a good idea of the overall difference in response to those questions.

The maps presented in Section I of this report showing the location and spatial variation in various characteristics of respondents were constructed in the manner presented here. These maps are useful for comparing response distribution from attitudinal questions against underlying characteristics of the sample.

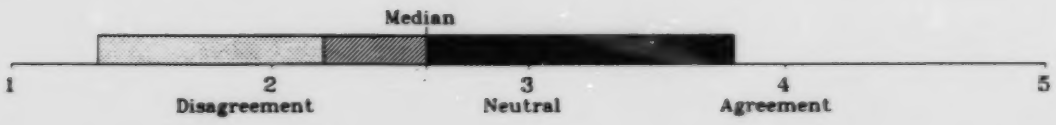
The maps are presented in the order of the numbering in the questionnaire, and each is headed by the exact wording of the question. A note at the bottom of the maps explains the scoring scheme used to calculate the mean responses displayed.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 1

THE CITY GROWS BEST THROUGH PRIVATE DECISIONS BY INDIVIDUALS WHO KNOW THEIR OWN NEEDS.



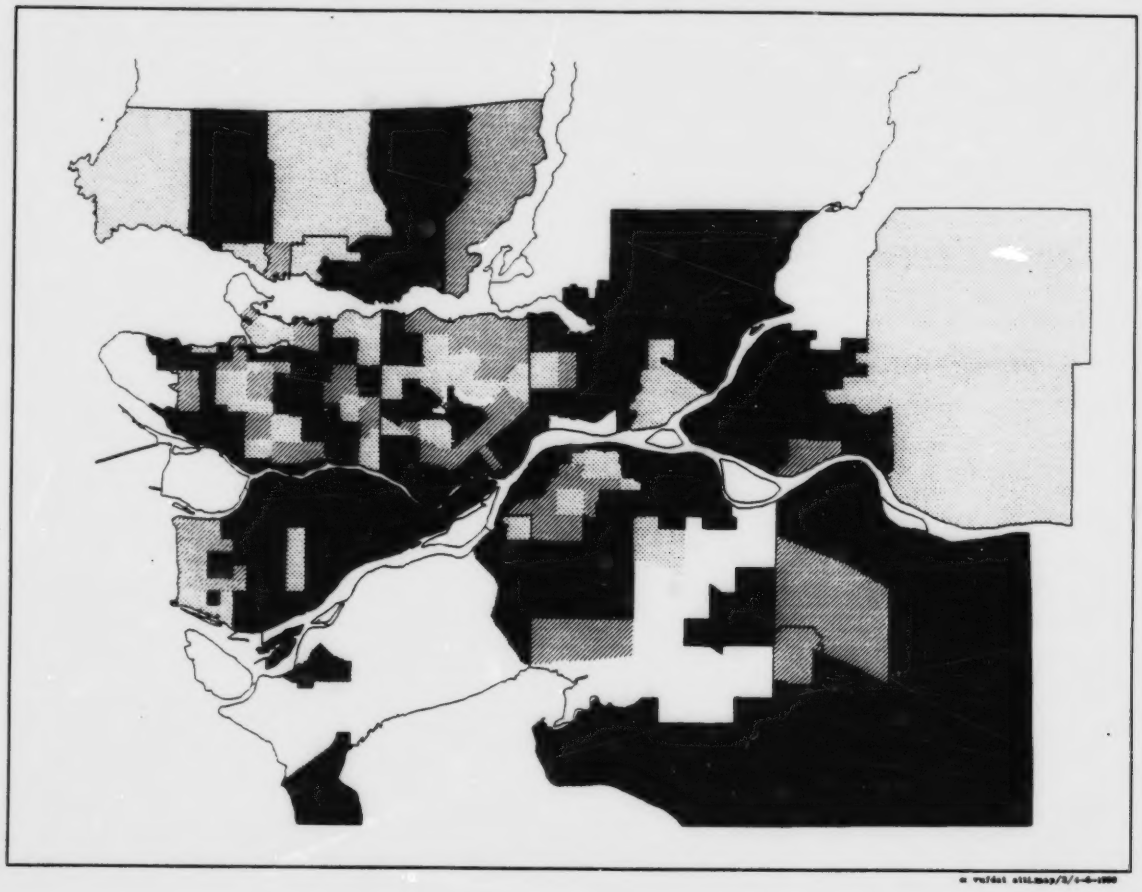
Quartile	Area Mean Score
first	1.330 - 2.200
second	2.201 - 2.600
third	2.601 - 3.000
fourth	3.000 - 3.800



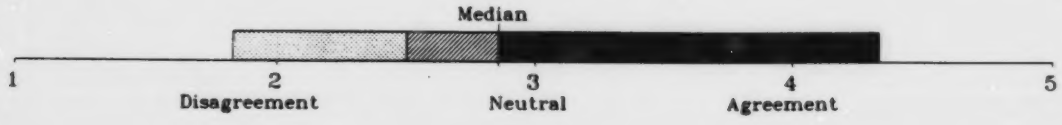
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 2

HIGH RISE APARTMENTS SHOULD BE CONFINED TO ONE AREA OF THE CITY.



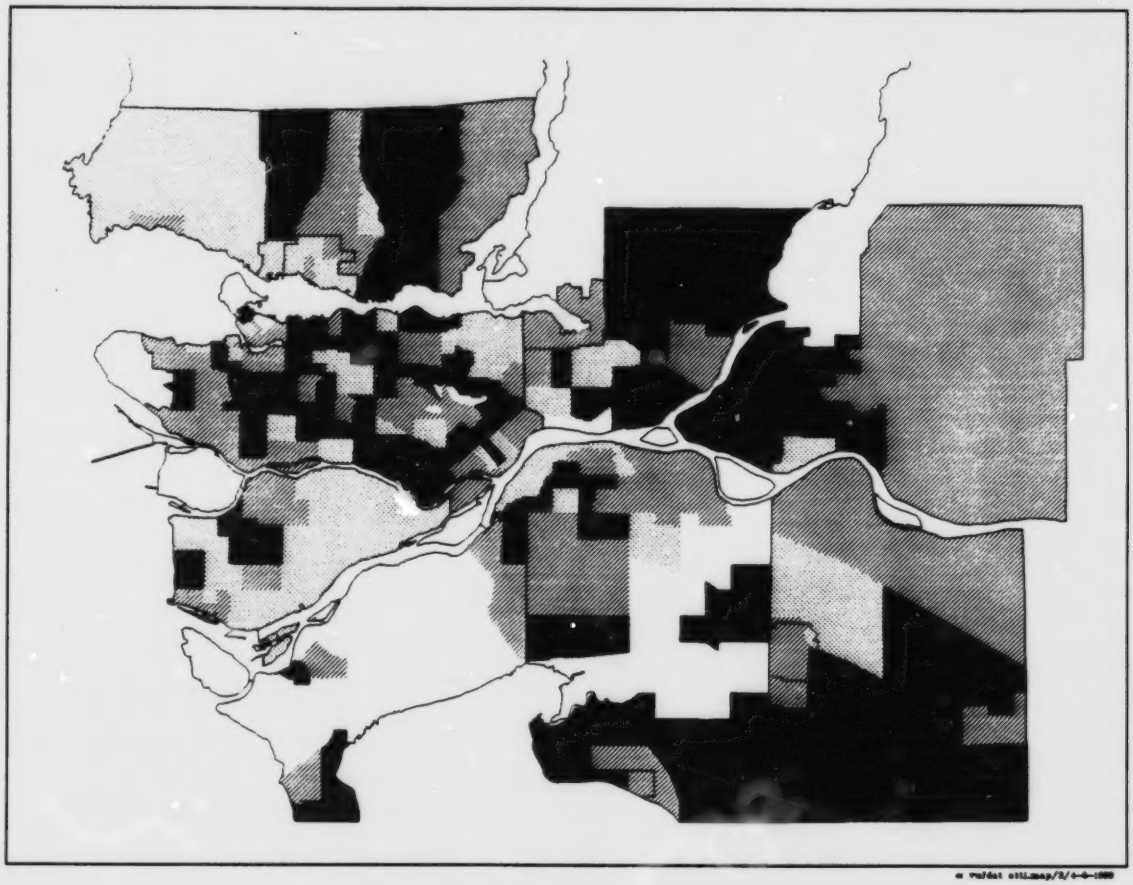
Quartile	Area Mean Score
first	1.830 - 2.500
second	2.501 - 2.857
third	2.858 - 3.200
fourth	3.200 - 4.330



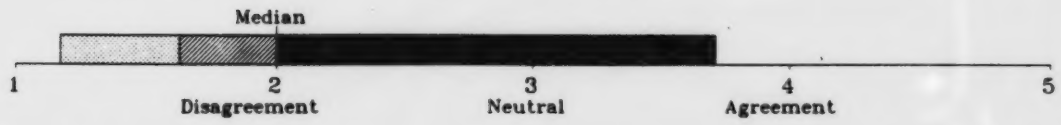
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 3

THE TWO BRIDGES OVER BURRARD INLET ARE SUFFICIENT TO HANDLE ALL TRAFFIC BETWEEN VANCOUVER AND THE NORTH SHORE.



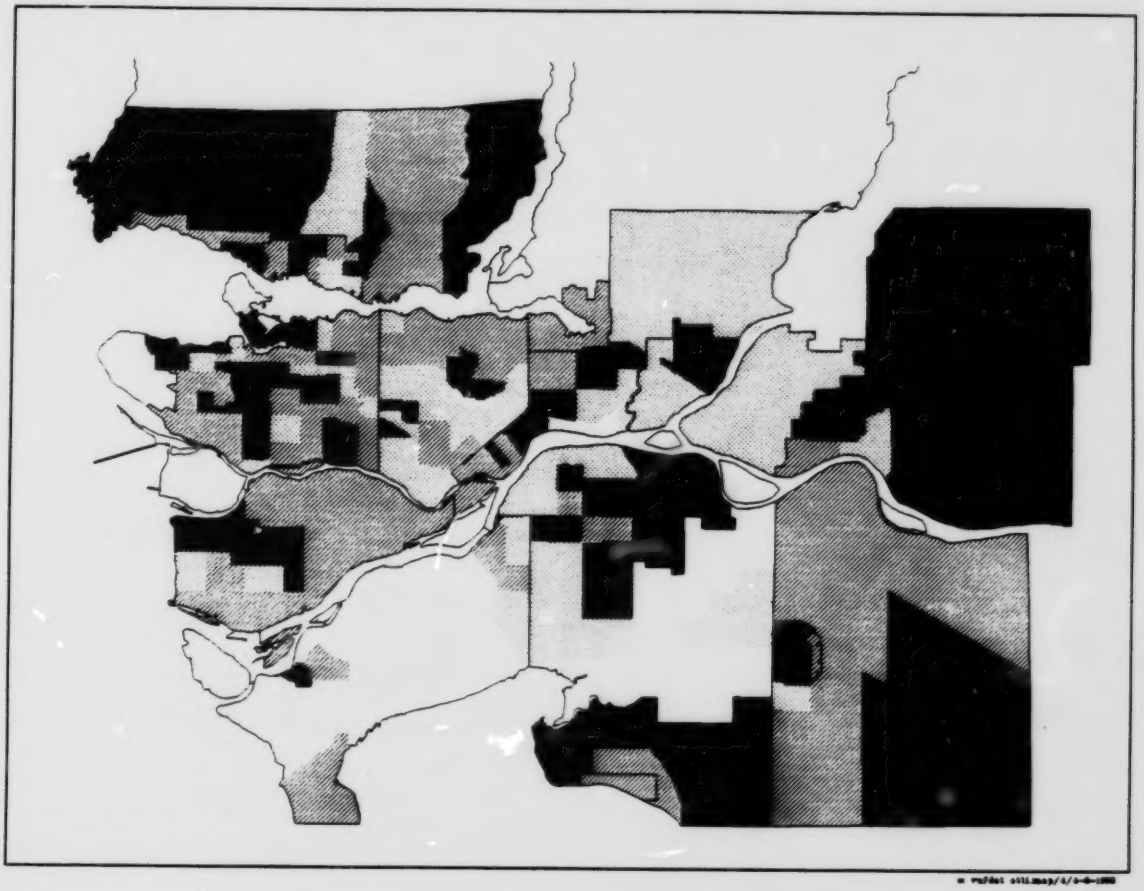
Quartile	Area Mean Score
first	1.170 - 1.625
second	1.626 - 2.000
third	2.001 - 2.250
fourth	2.250 - 3.710



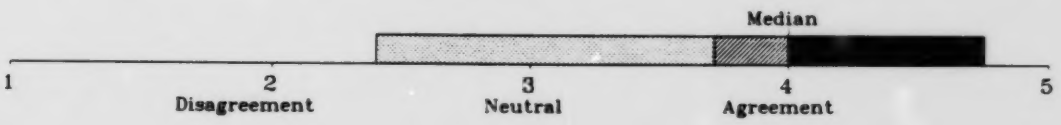
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 4

HIGH RISE APARTMENTS ARE AN ACCEPTABLE WAY OF HOUSING PART OF THE POPULATION.



Quartile	Area Mean Score
first	2.400 – 3.714
second	3.715 – 4.000
third	4.001 – 4.167
fourth	4.167 – 4.750

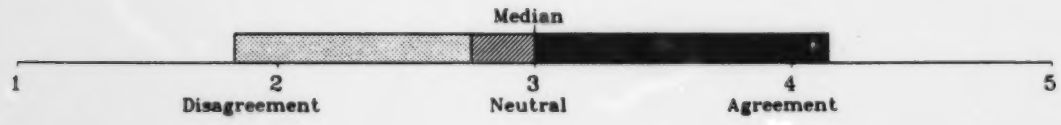


Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 5

FUTURE HOUSING SHOULD BE BUILT IN HIGHER DENSITIES ON THE SITE OF CURRENT HOUSING RATHER THAN ON EXISTING OPEN LAND.

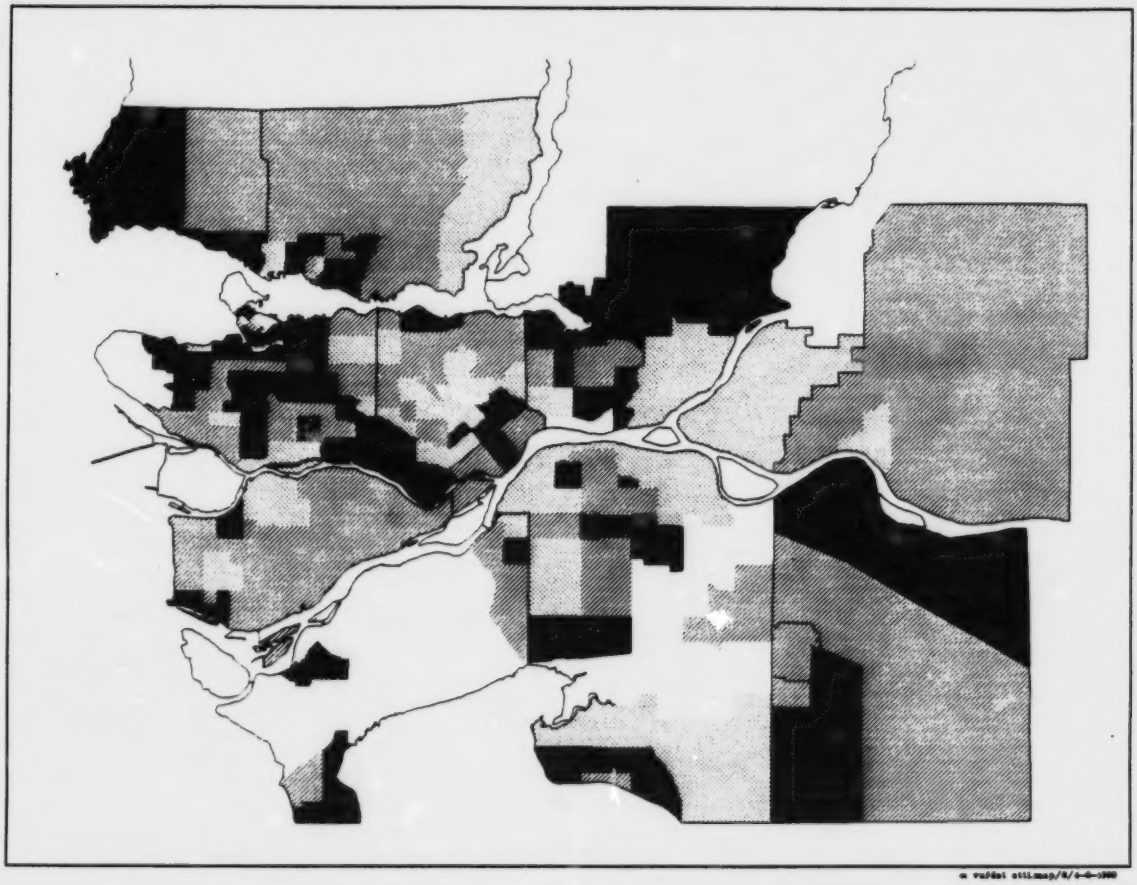
Quartile	Area Mean Score
first	1.830 - 2.750
second	2.751 - 3.000
third	3.001 - 3.286
fourth	3.286 - 4.140



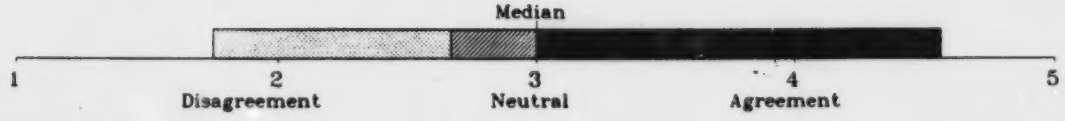
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 6

THE COST OF OPERATING PRIVATE AUTOMOBILES IN THE DOWNTOWN AREA SHOULD BE INCREASED.



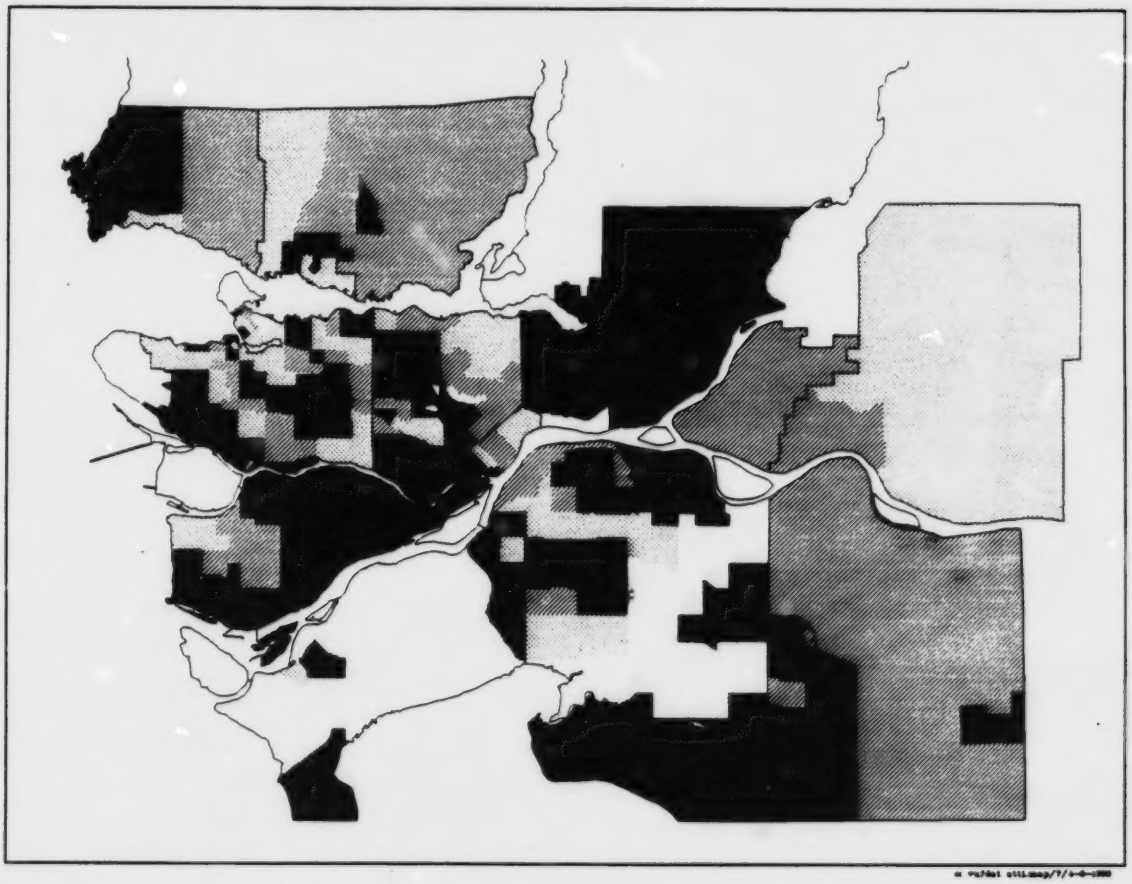
Quartile	Area Mean Score
first	1.750 - 2.667
second	2.668 - 3.000
third	3.001 - 3.333
fourth	3.333 - 4.560



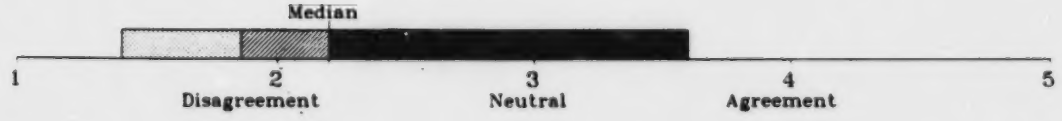
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 7

PRIVATE DEVELOPERS AND BUSINESSMEN OFTEN KNOW BETTER THAN ANY PUBLIC BODY WHERE DEVELOPMENT SHOULD OR SHOULD NOT OCCUR.



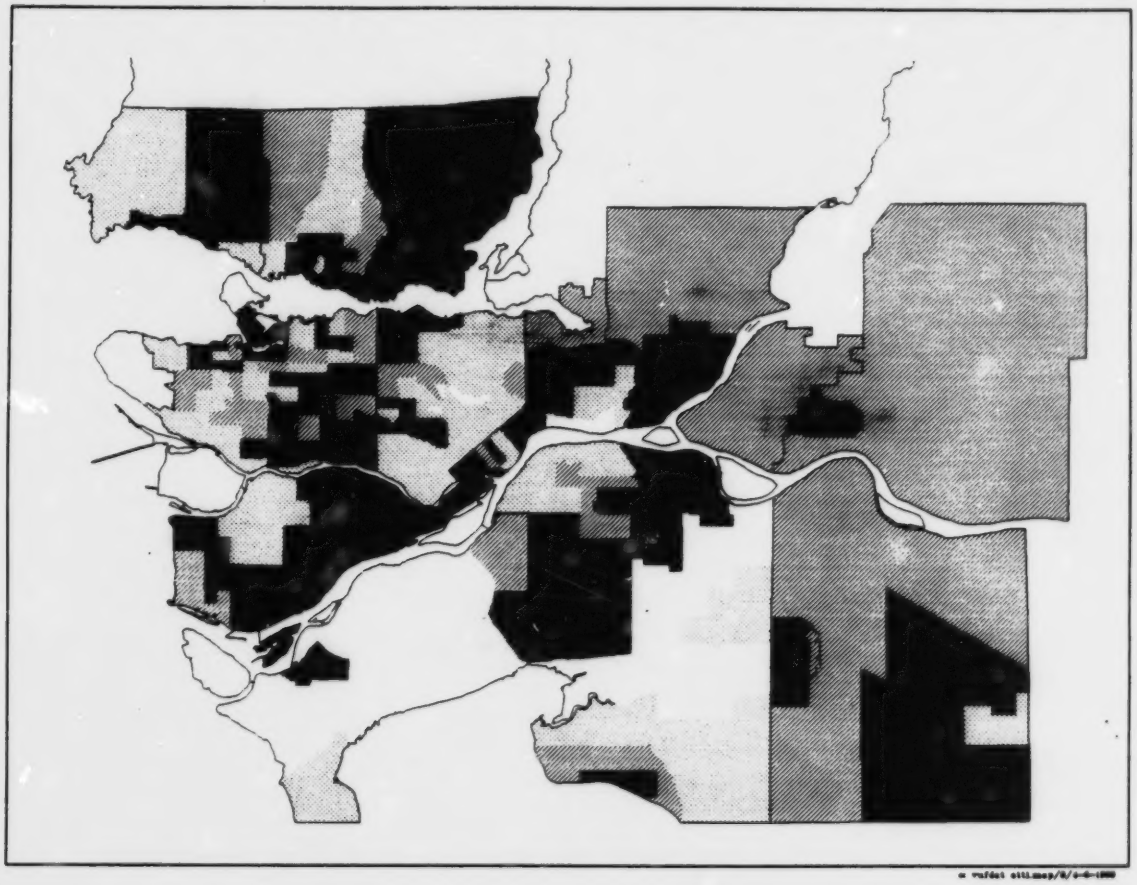
Quartile	Area Mean Score
first	1.400 - 1.857
second	1.858 - 2.200
third	2.201 - 2.500
fourth	2.500 - 3.600



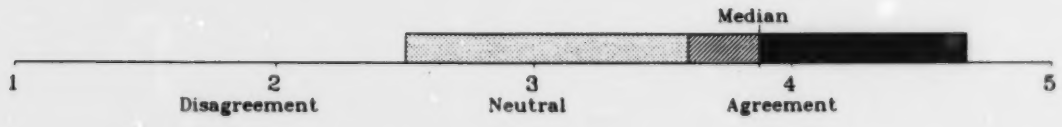
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 8

HOUSING DEVELOPMENTS SHOULD CONTAIN A VARIETY OF INCOME GROUPS.



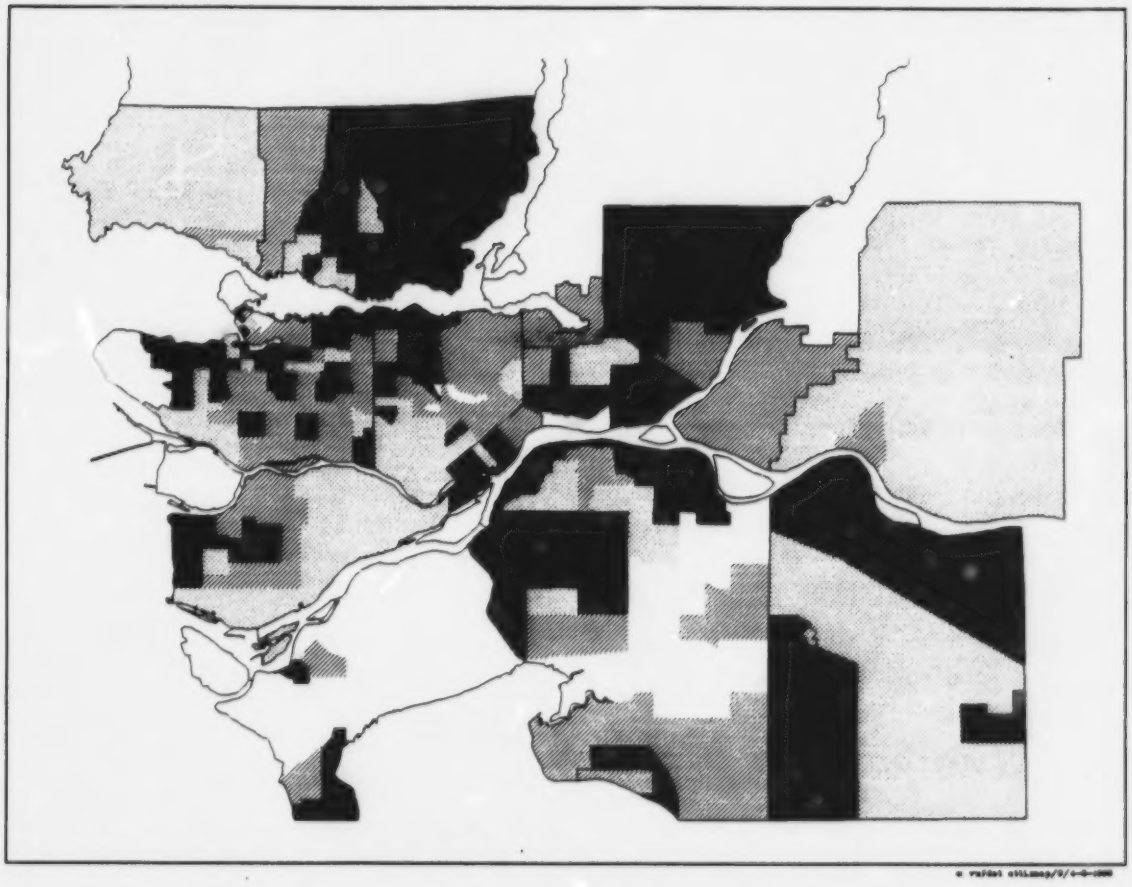
Quartile	Area Mean Score
first	2.500 - 3.600
second	3.601 - 3.875
third	3.876 - 4.167
fourth	4.167 - 4.670



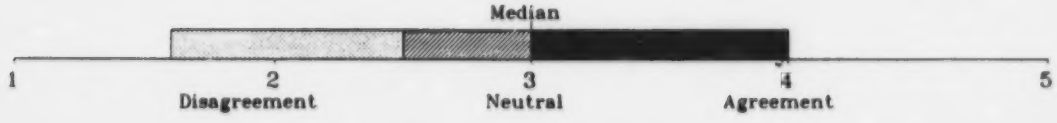
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 9

THE SIZE OF GREATER VANCOUVER'S POPULATION MUST BE LIMITED EVEN IF IT MEANS LESS ECONOMIC DEVELOPMENT.



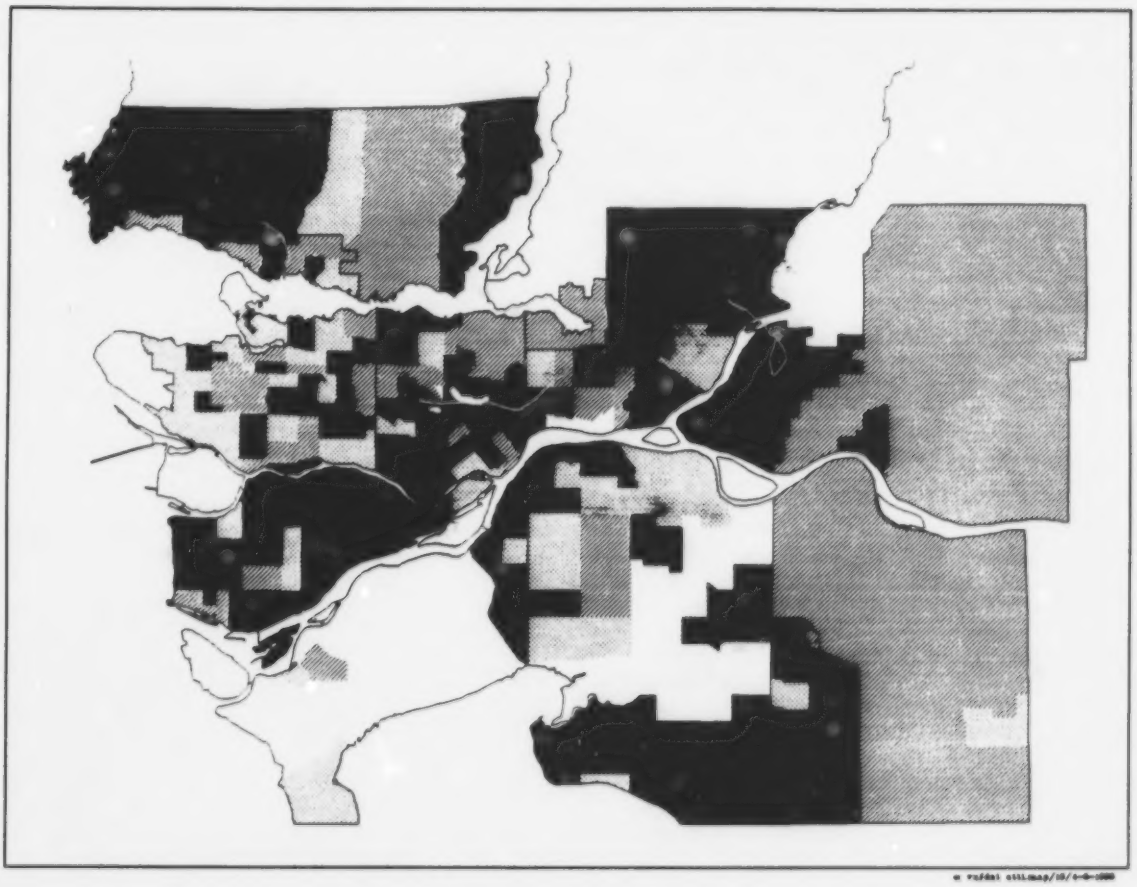
Quartile	Area Mean Score
first	1.600 - 2.500
second	2.501 - 3.000
third	3.001 - 3.286
fourth	3.286 - 4.000



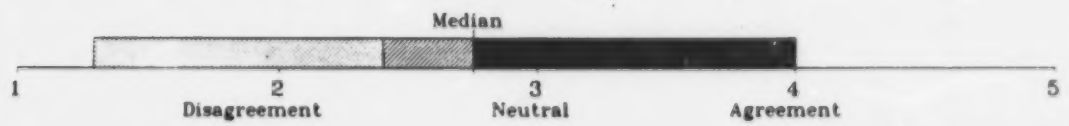
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 10

NO FORM OF PUBLIC TRANSPORTATION SUBSTITUTES FOR THE CONVENIENCE OF THE PRIVATE AUTOMOBILE.



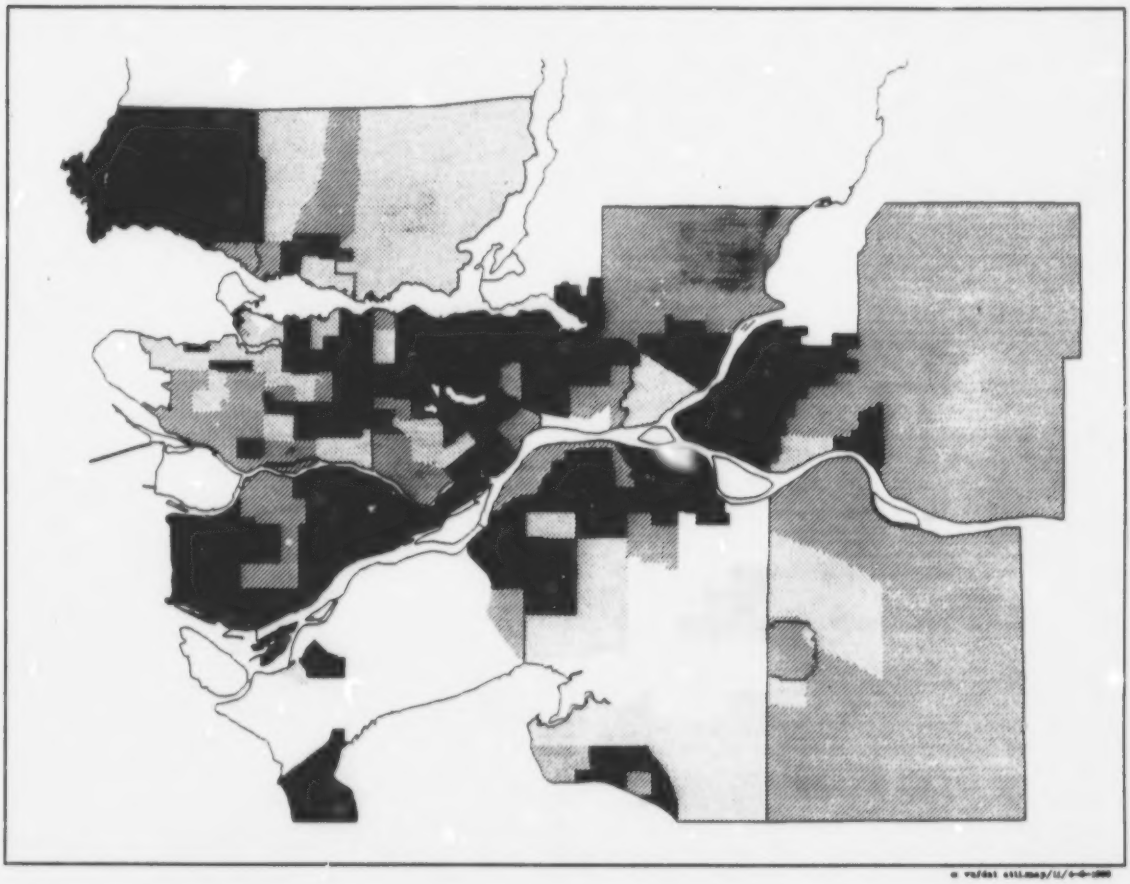
Quartile	Area Mean Score
first	1.290 - 2.400
second	2.401 - 2.750
third	2.751 - 3.182
fourth	3.182 - 4.000



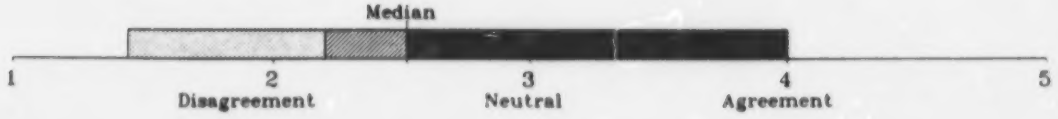
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 11

PLENTIFUL JOBS WILL MAKE THE PEOPLE OF GREATER VANCOUVER MUCH HAPPIER THAN ANYTHING THE NATURAL ENVIRONMENT CAN PROVIDE.



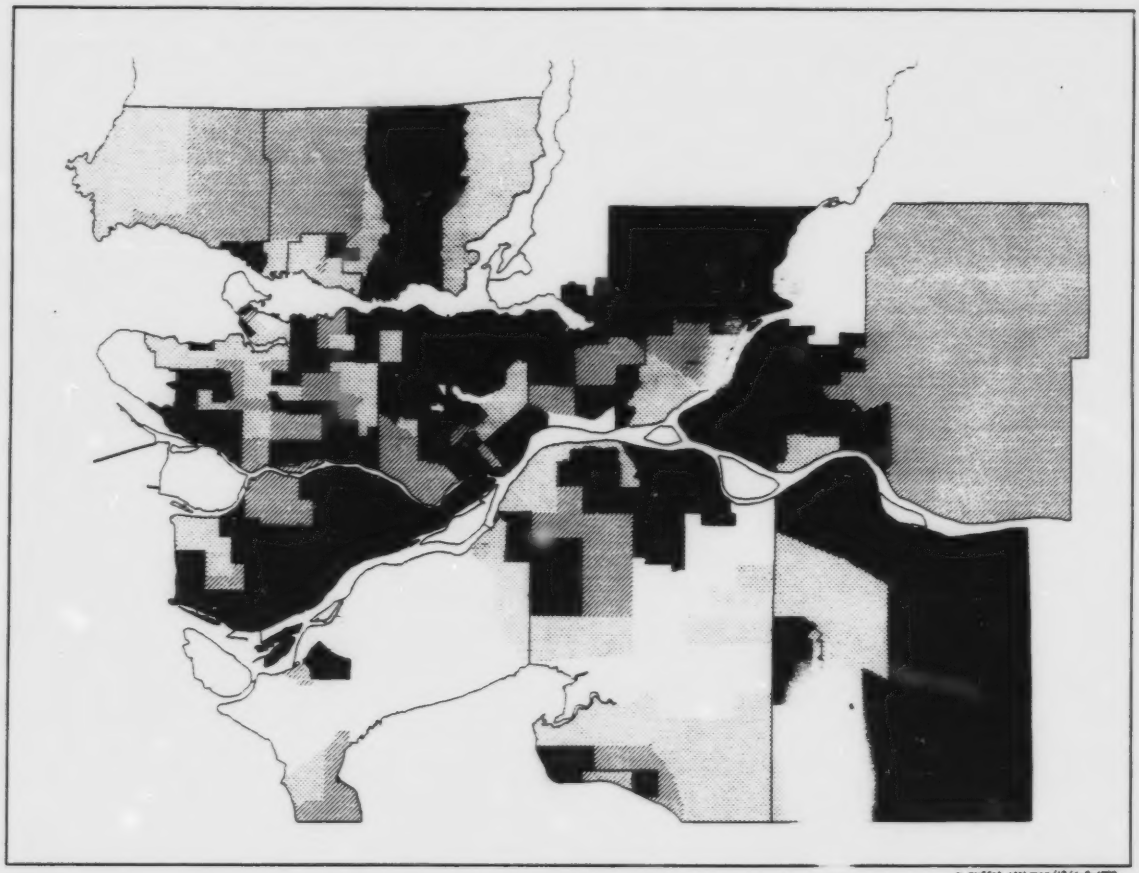
Quartile	Area Mean Score
first	1.440 - 2.200
second	2.201 - 2.519
third	2.520 - 2.833
fourth	2.833 - 4.000



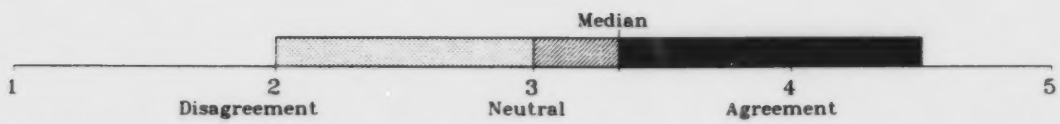
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 12

IT IS MORE IMPORTANT FOR OUR COMMUNITY THAT PEOPLE ARE REALISTIC AND SENSIBLE RATHER THAN SPECULATIVE AND IMAGINATIVE.



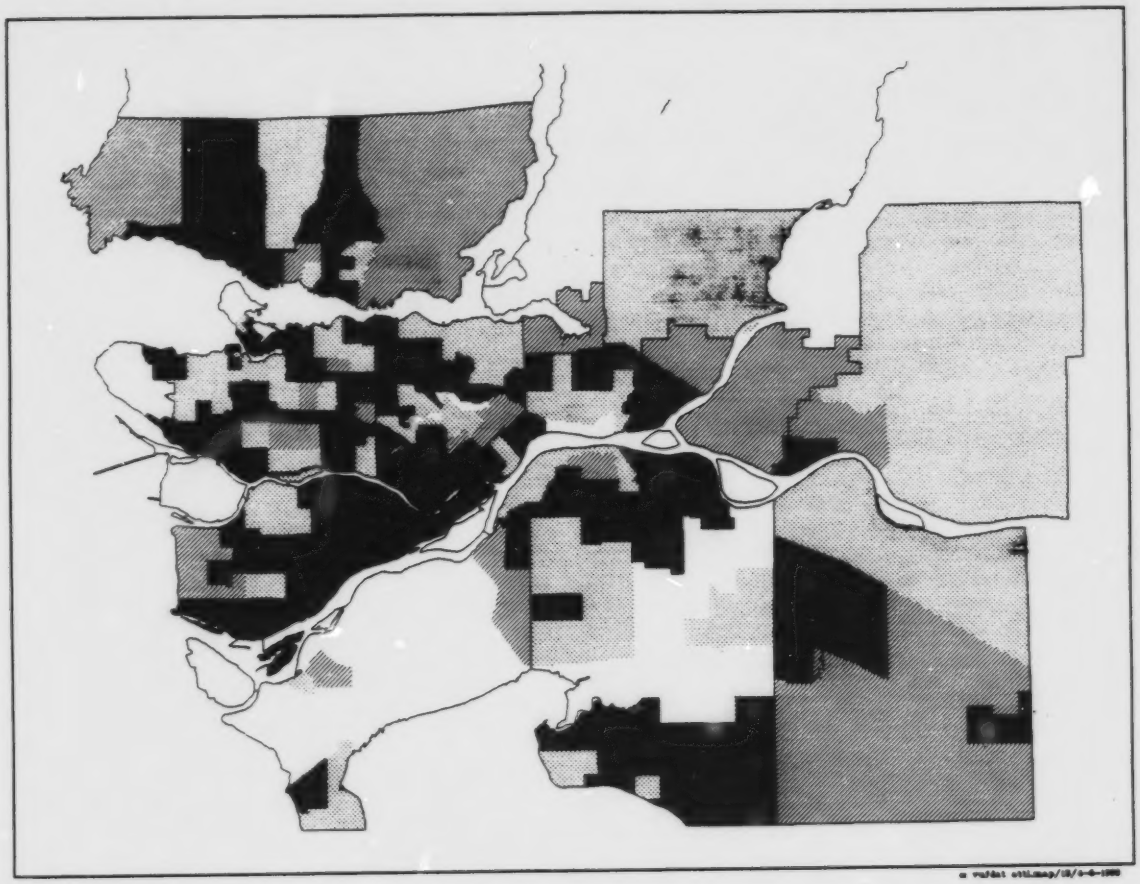
Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.333
third	3.334 - 3.600
fourth	3.600 - 4.500



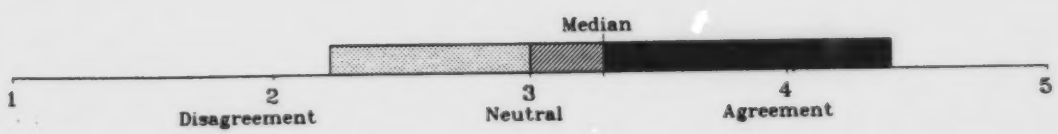
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 13

THE ECONOMY OF GREATER VANCOUVER MUST BE ALLOWED TO CONTINUE TO GROW AND WAYS WILL JUST HAVE TO BE FOUND TO ACCOMMODATE ANY FUTURE INCREASES IN POPULATION.



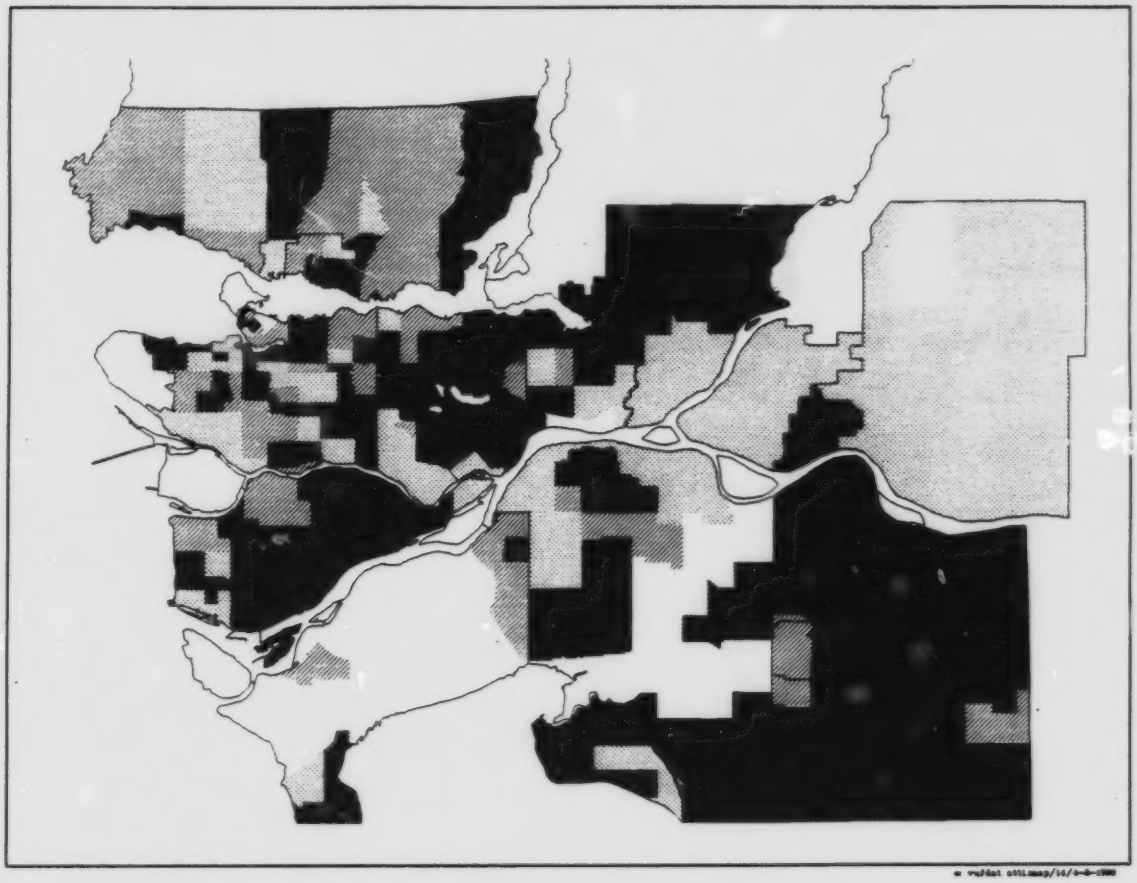
Quartile	Area Mean Score
first	2.220 - 3.000
second	3.001 - 3.286
third	3.287 - 3.600
fourth	3.600 - 4.400



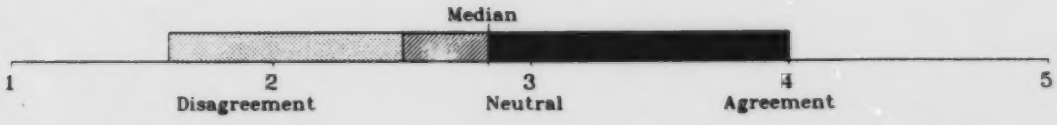
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 14

MOST PEOPLE DO NOT CARE ABOUT CIVIC ISSUES.



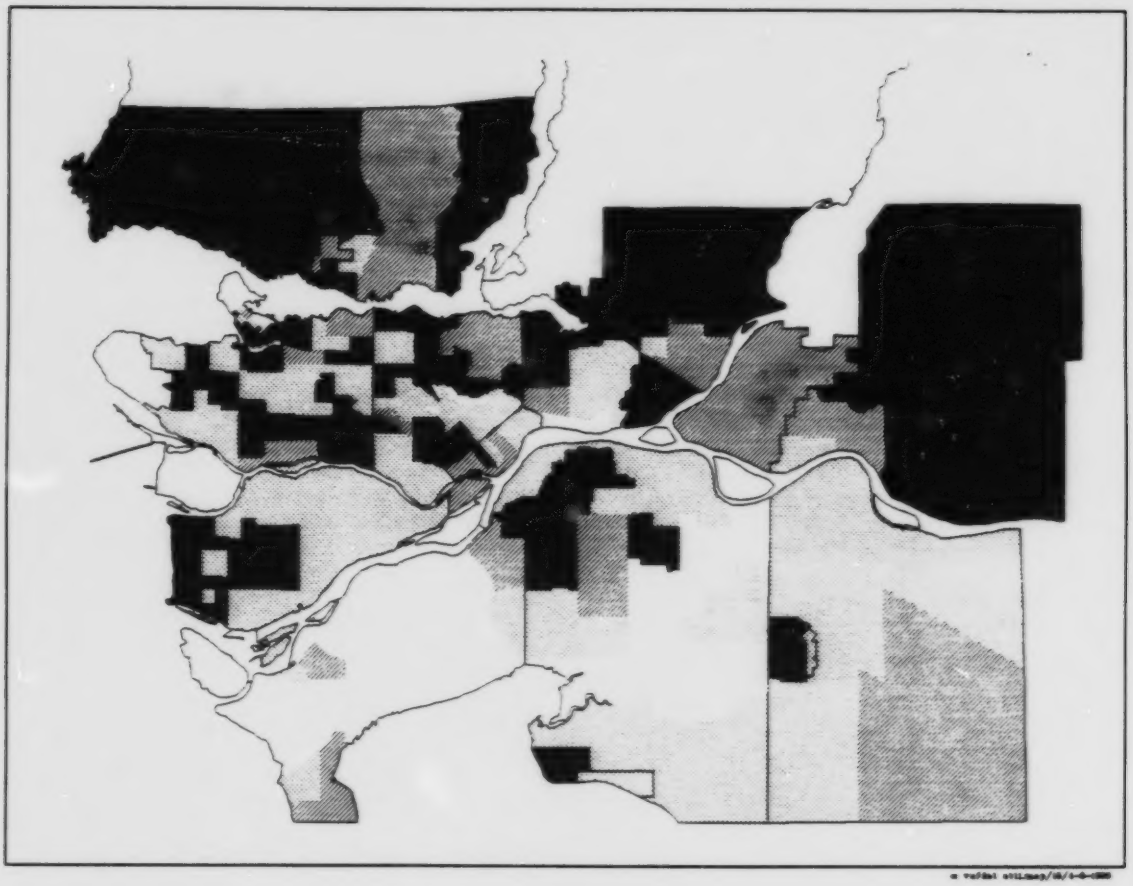
Quartile	Area Mean Score
first	1.600 – 2.500
second	2.501 – 2.833
third	2.834 – 3.200
fourth	3.200 – 4.000



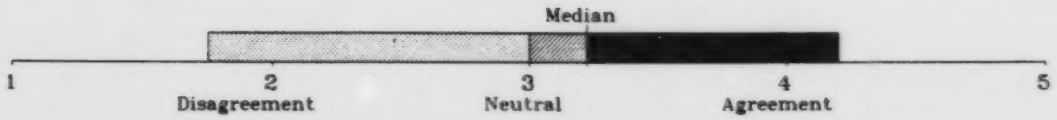
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 15

IT IS BETTER TO HAVE HIGH RISE APARTMENTS DISPERSED OVER THE CITY RATHER THAN CONCENTRATED IN ONE AREA.



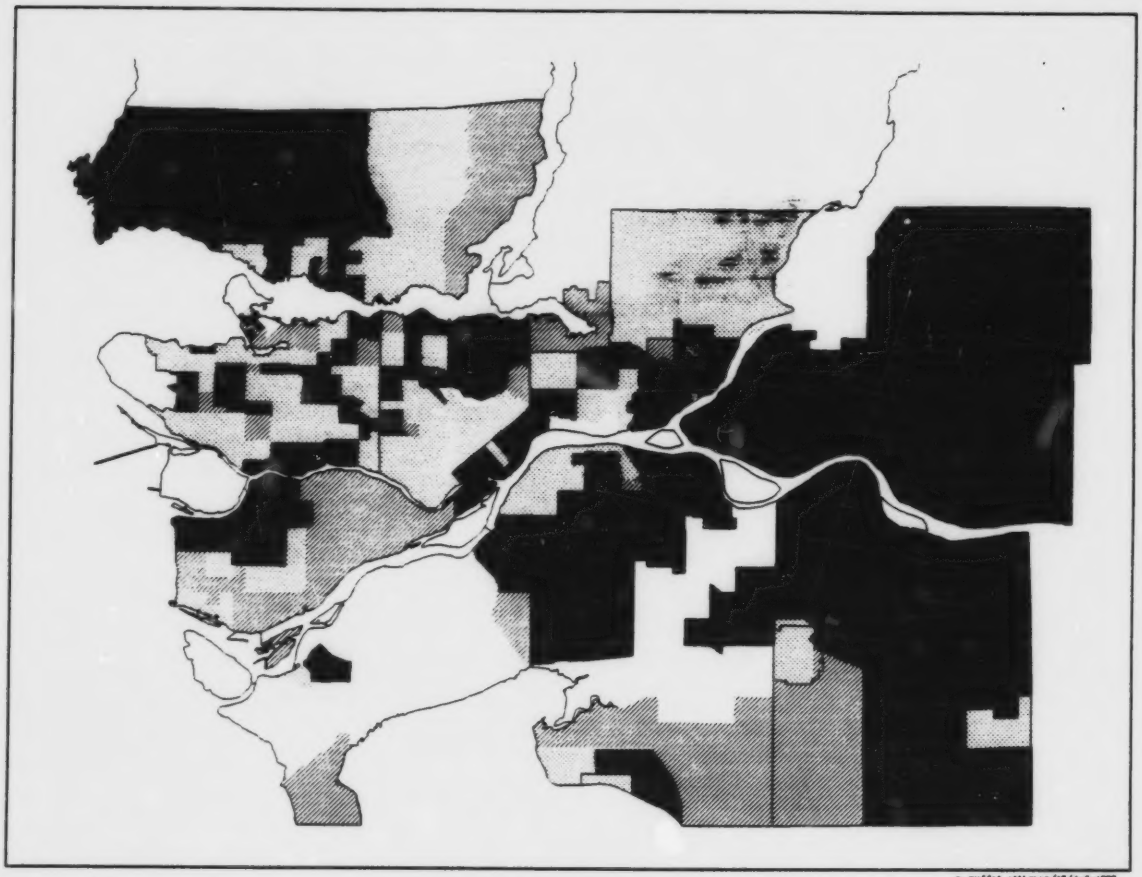
Quartile	Area Mean Score
first	1.750 - 3.000
second	3.001 - 3.222
third	3.223 - 3.538
fourth	3.538 - 4.200



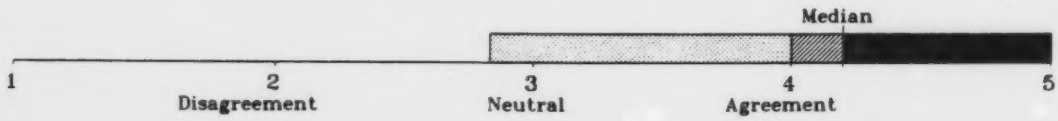
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 16

PATIENTS ARE WAITING TOO LONG FOR NECESSARY SURGERY.



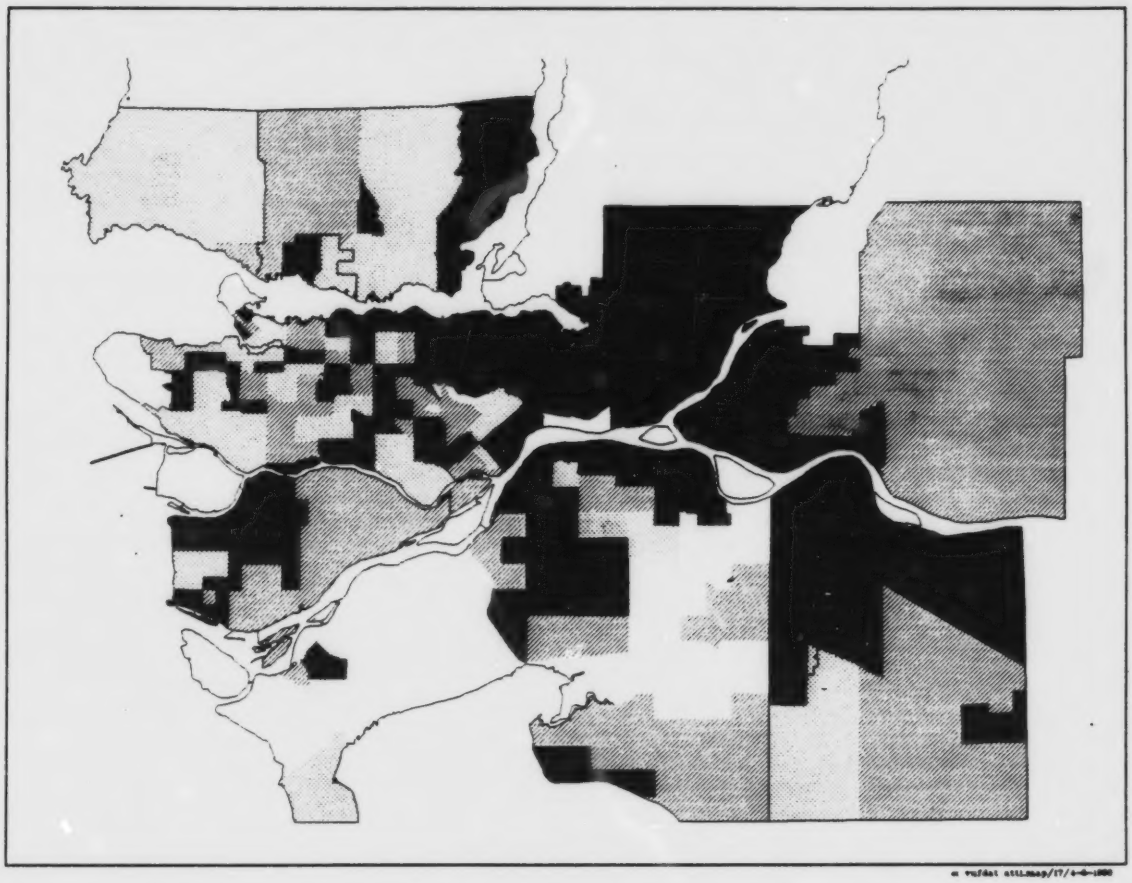
Quartile	Area Mean Score
first	2.830 - 4.000
second	4.001 - 4.200
third	4.201 - 4.429
fourth	4.429 - 5.000



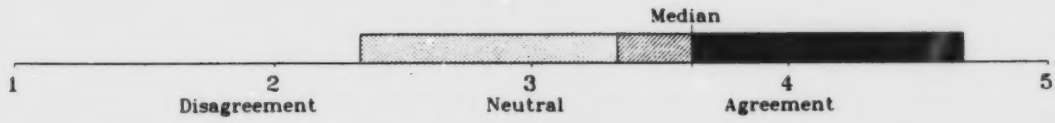
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 17

DOWNTOWN VANCOUVER IS ALREADY TOO CROWDED. FUTURE COMMERCIAL AND OFFICE DEVELOPMENTS SHOULD BE CHANNELLED TO OTHER PARTS OF THE REGION.



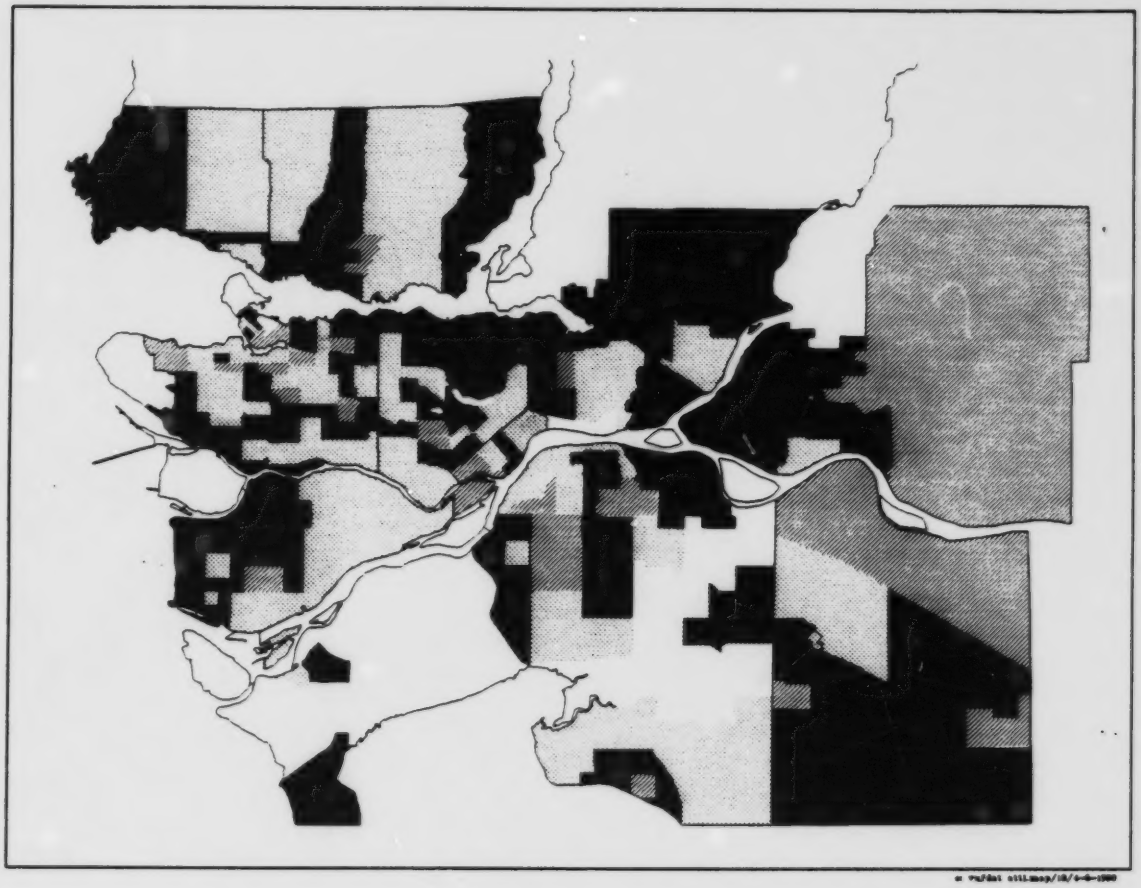
Quartile	Area Mean Score
first	2.330 - 3.333
second	3.334 - 3.625
third	3.626 - 3.923
fourth	3.923 - 4.670



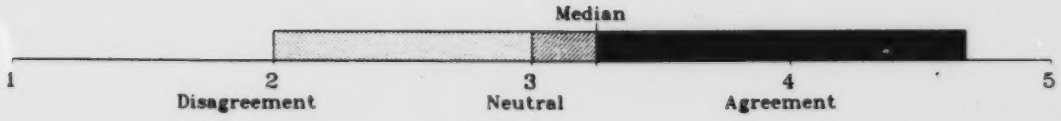
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 18

WELFARE SHOULD BE RESTRICTED TO THOSE WHO ARE INCAPABLE OF WORKING.



Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.250
third	3.251 - 3.600
fourth	3.600 - 4.670

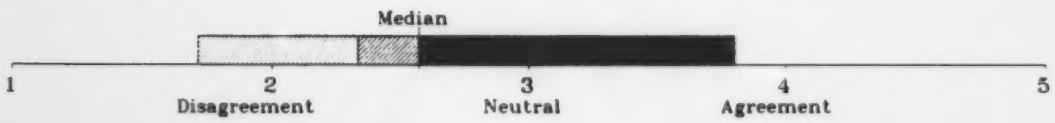


Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 19

DECISIONS IN GREATER VANCOUVER COULD BE MADE BETTER IF LEFT TO PROFESSIONAL CITY MANAGERS.

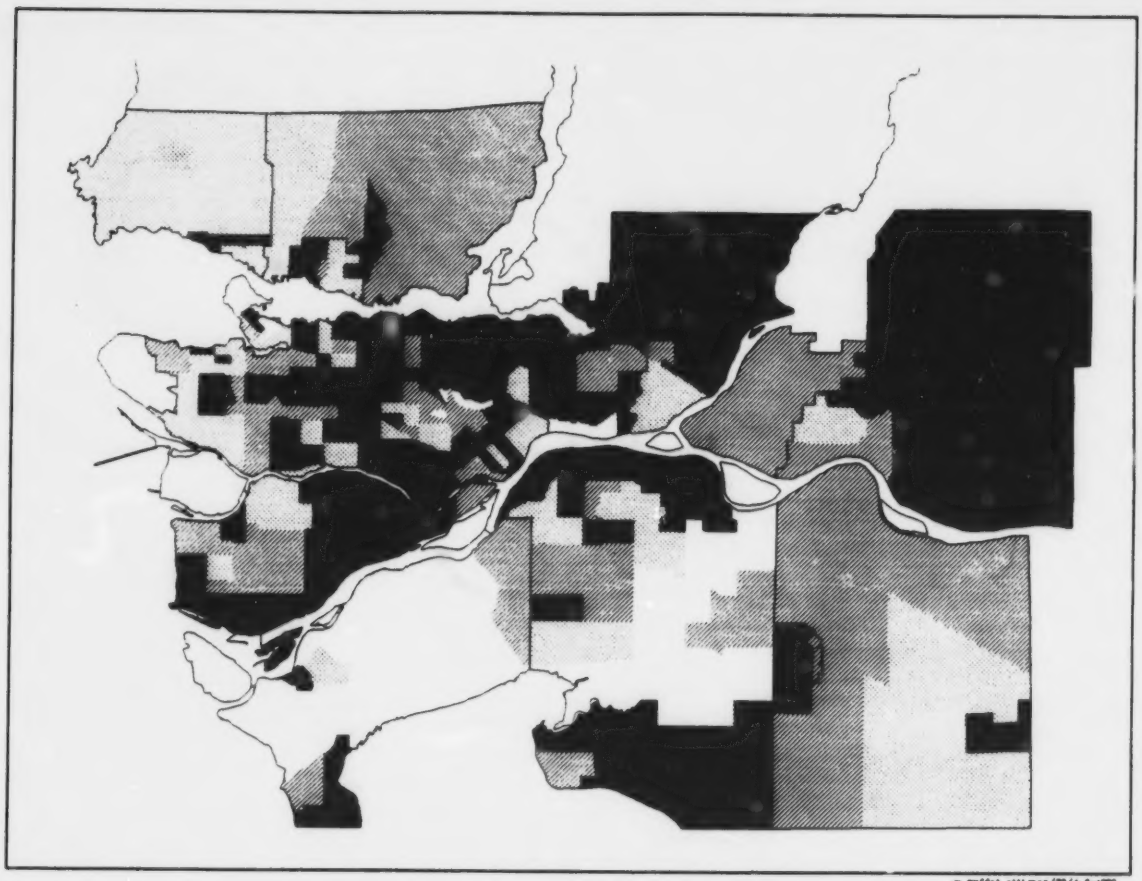
Quartile	Area Mean Score
first	1.710 - 2.333
second	2.334 - 2.571
third	2.572 - 2.857
fourth	2.857 - 3.800



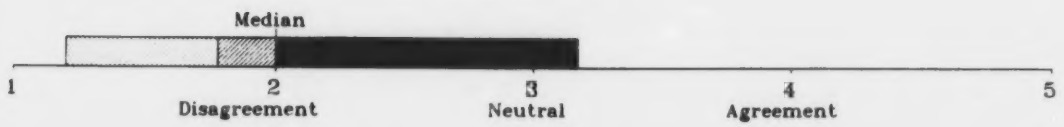
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 20

PUBLIC OPINION IS MEANINGLESS SINCE THE PUBLIC DOESN'T UNDERSTAND WHAT IS GOING ON IN THE CITY.



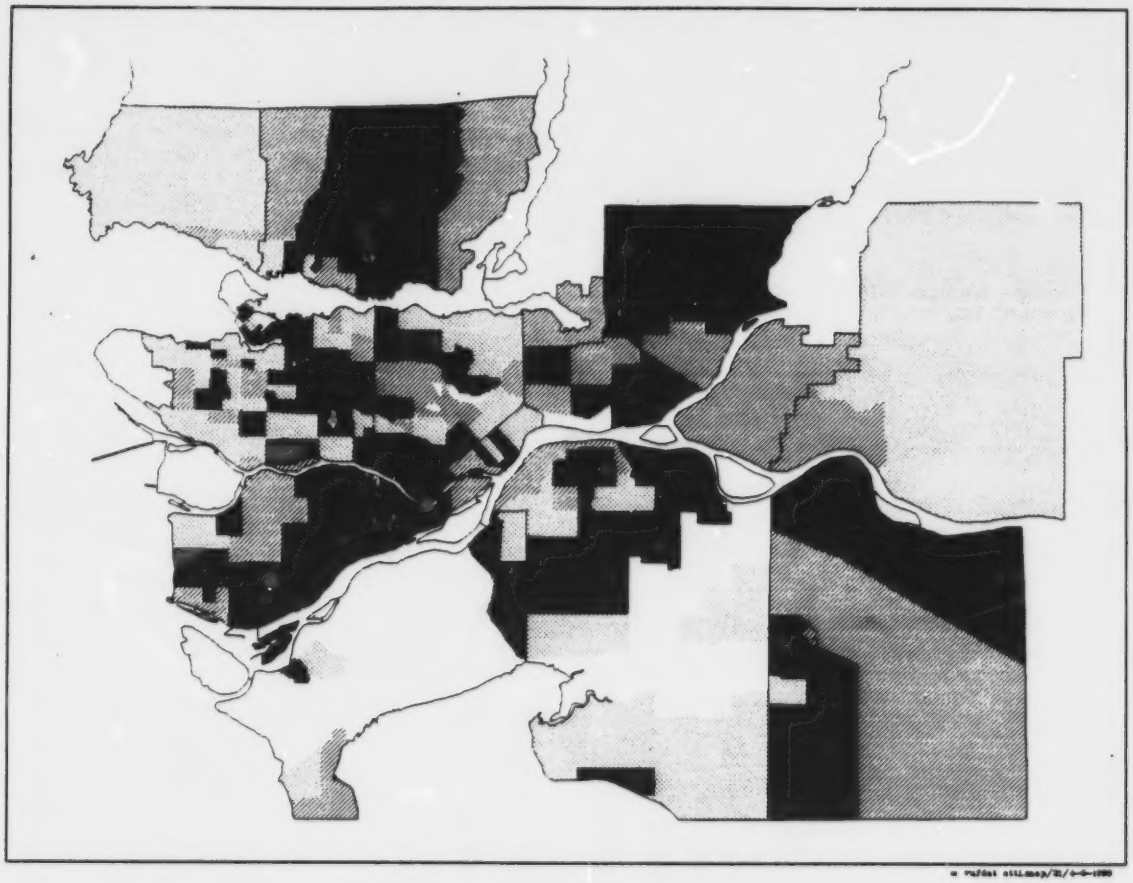
Quartile	Area Mean Score
first	1.200 - 1.778
second	1.779 - 2.000
third	2.001 - 2.333
fourth	2.333 - 3.170



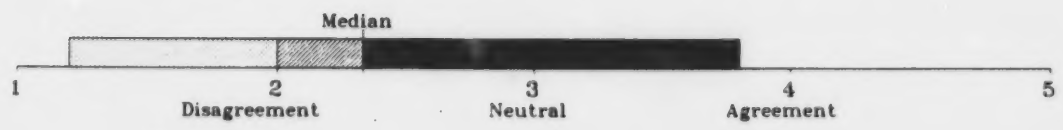
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 21

MANY URBAN PROBLEMS ARE APPARENT ONLY TO EXPERTS. ORDINARY PEOPLE ARE LARGELY UNAWARE OF THEIR SURROUNDINGS.



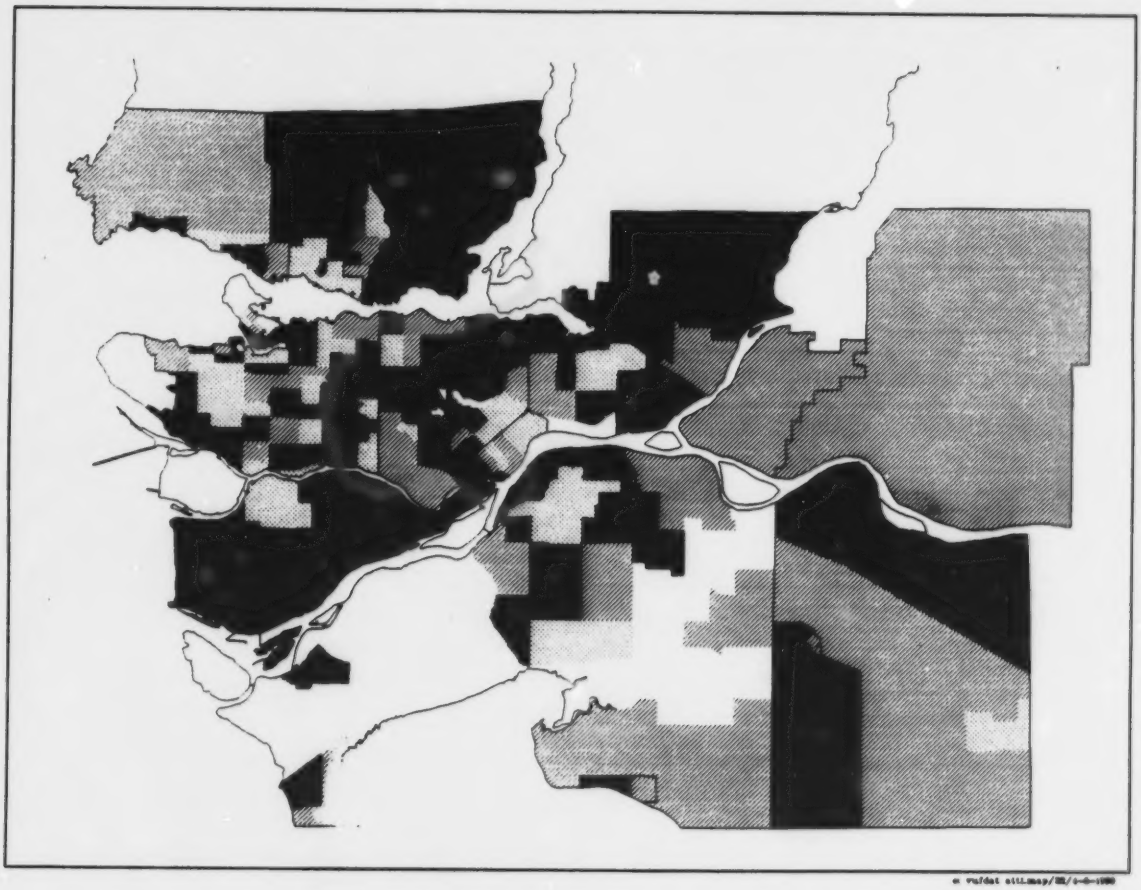
Quartile	Area Mean Score
first	1.200 - 2.000
second	2.001 - 2.333
third	2.334 - 2.667
fourth	2.667 - 3.800



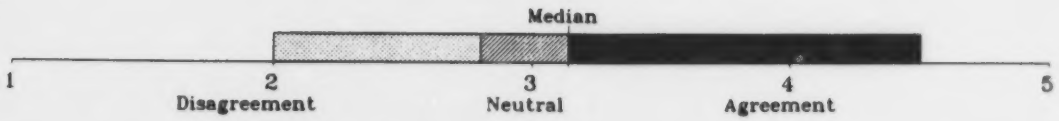
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2. - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 22

WE SHOULDN'T WORRY ABOUT A FEW DISSENTING INDIVIDUALS. IT IS THE MAJORITY WE SHOULD PLAN FOR.



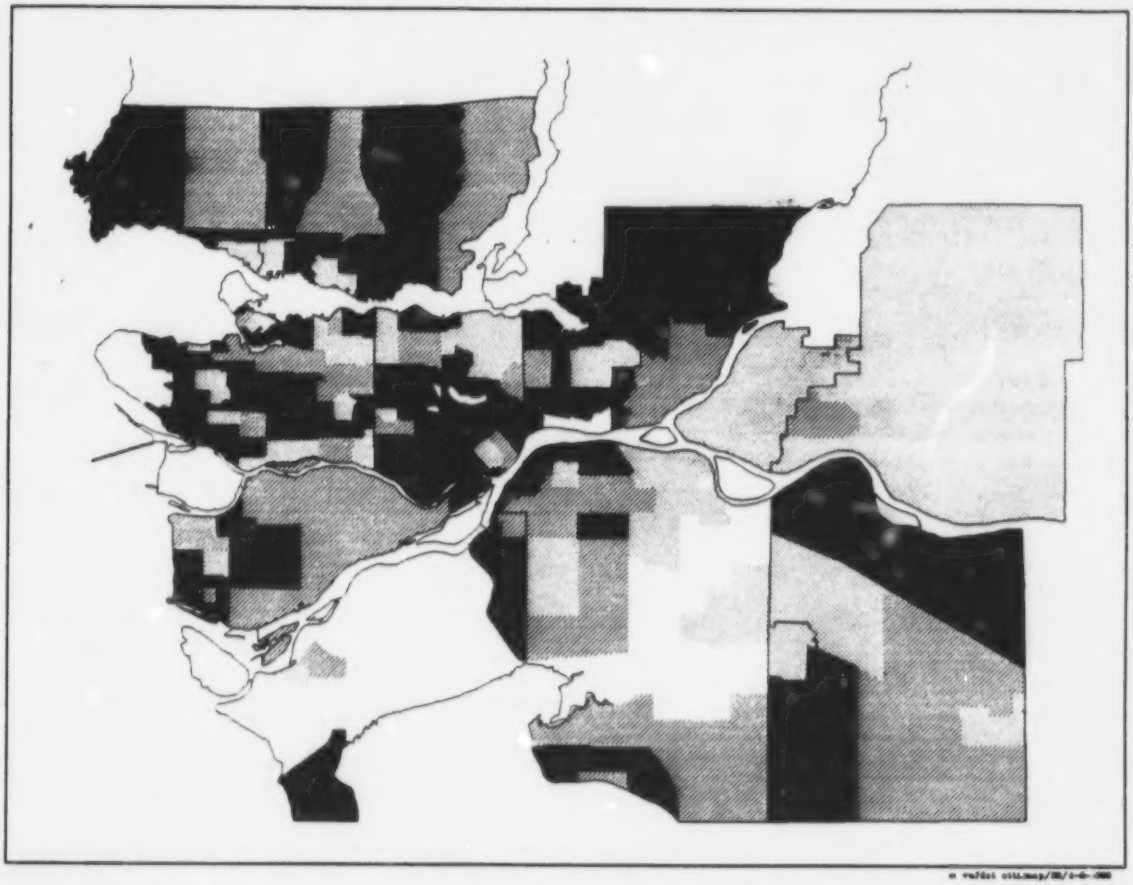
Quartile	Area Mean Score
first	2.000 - 2.800
second	2.801 - 3.143
third	3.144 - 3.429
fourth	3.429 - 4.500



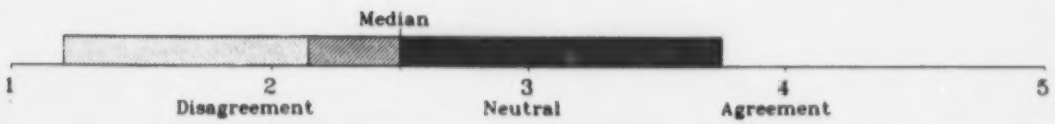
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 23

RUSH HOUR COMMUTERS SHOULD PAY MORE FOR USING URBAN FACILITIES AT PEAK TIMES.



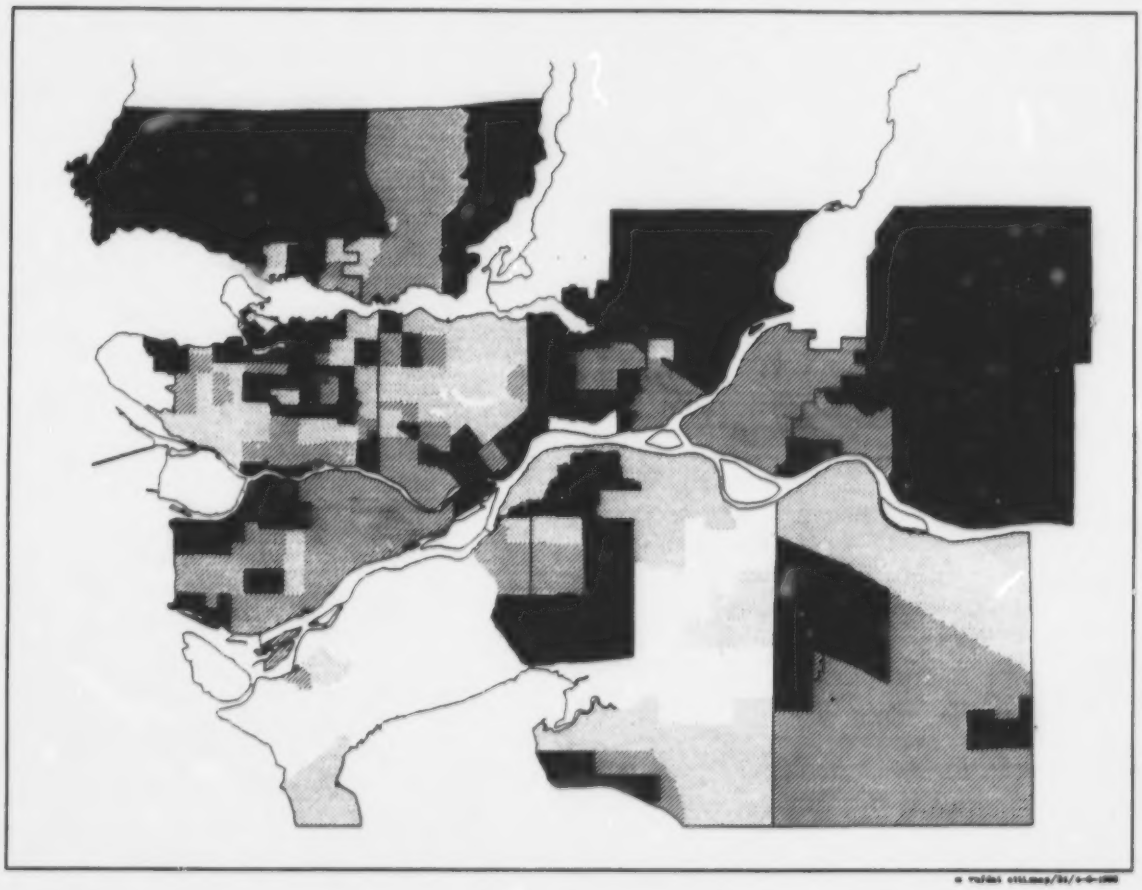
Quartile	Area Mean Score
first	1.200 - 2.143
second	2.144 - 2.500
third	2.501 - 2.857
fourth	2.857 - 3.750



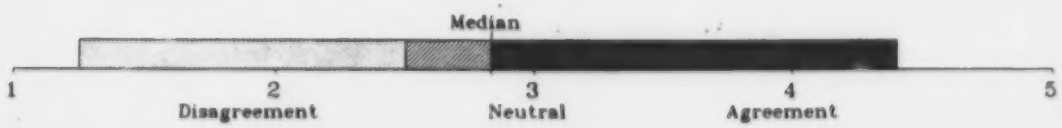
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 24

WE MUST PRESERVE THE RIGHT NOT TO WORK AS WELL AS THE RIGHT TO WORK.



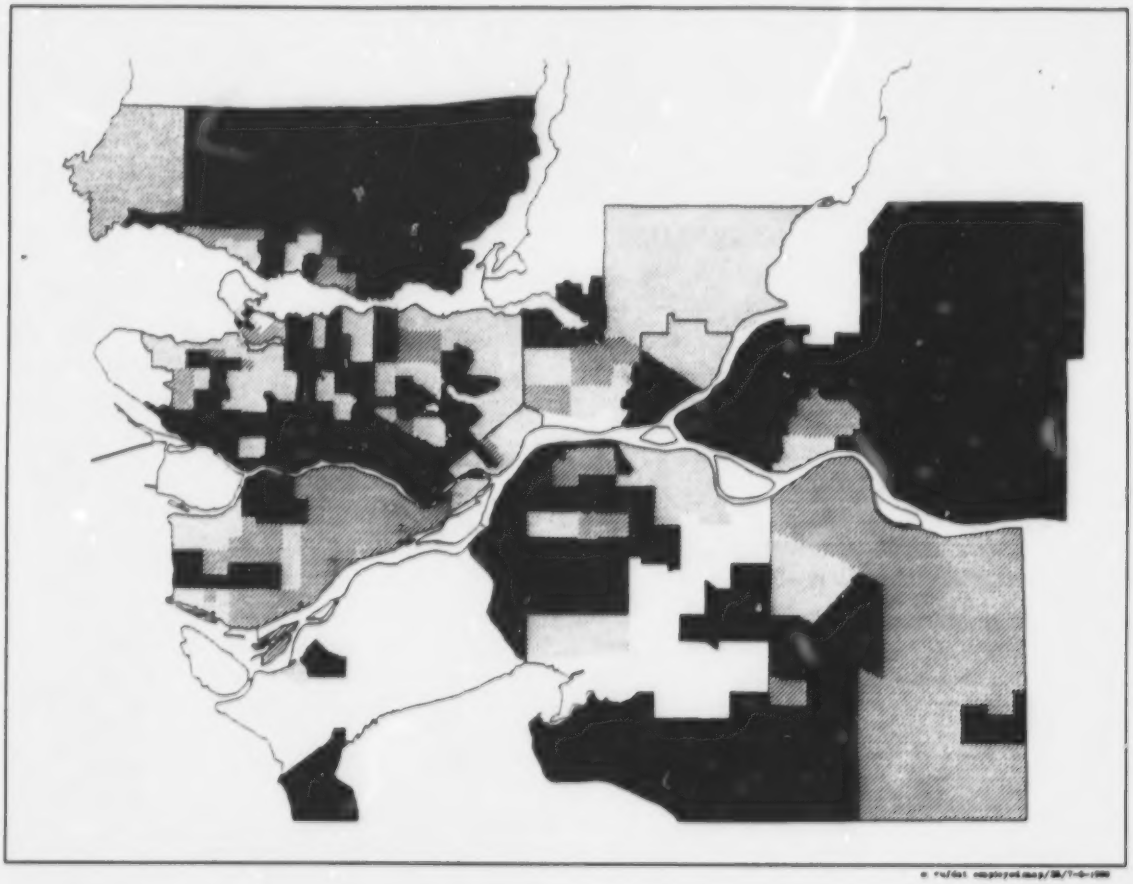
Quartile	Area Mean Score
first	1.250 - 2.500
second	2.501 - 2.833
third	2.834 - 3.250
fourth	3.250 - 4.400



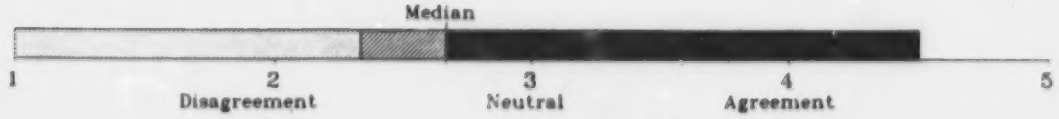
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 25

I AM NOT PREPARED TO CHANGE MY MODE OF TRANSPORTATION TO GET TO AND FROM WORK.

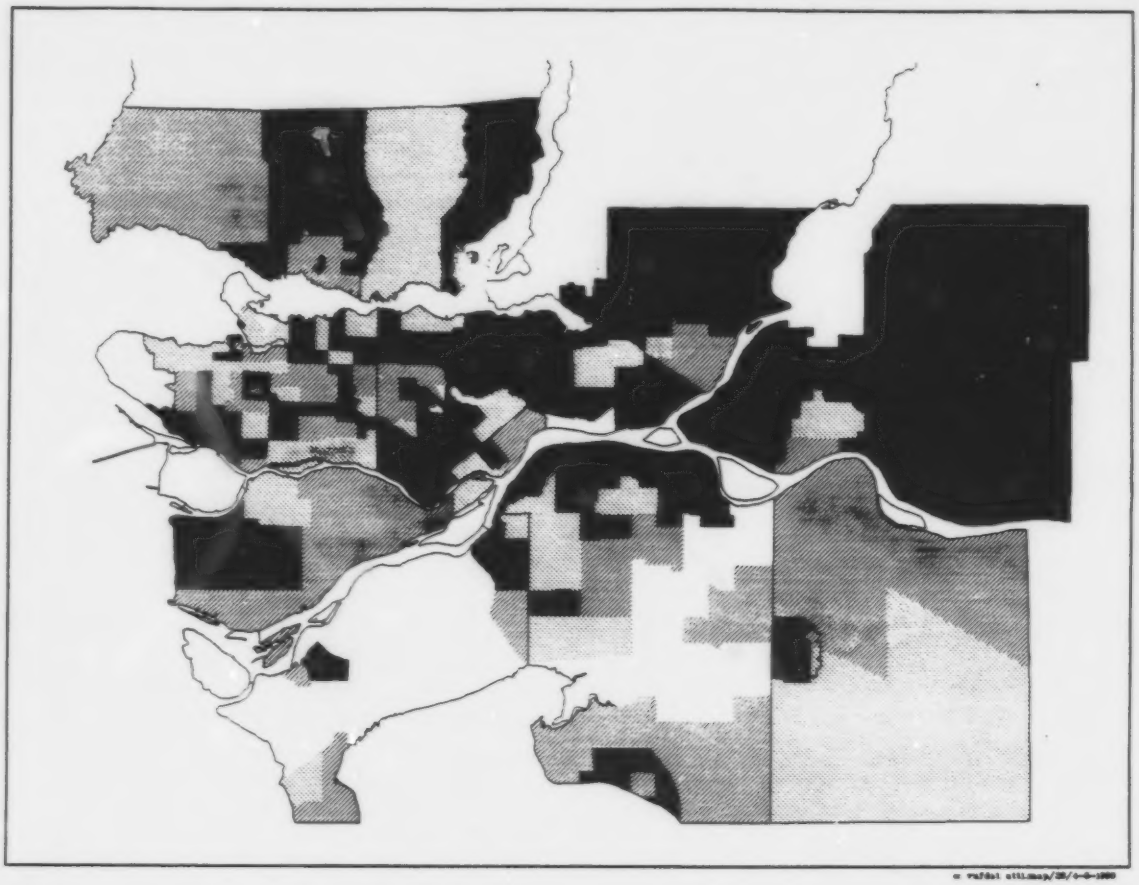


Quartile	Area Mean Score
first	1.000 - 2.333
second	2.334 - 2.667
third	2.668 - 3.000
fourth	3.001 - 4.500

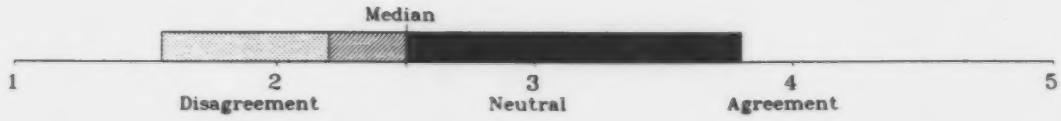


Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

ATTEMPTING TO MIX LIFESTYLES IN ANY ONE PART OF THE CITY ONLY LEADS TO FRICTION.



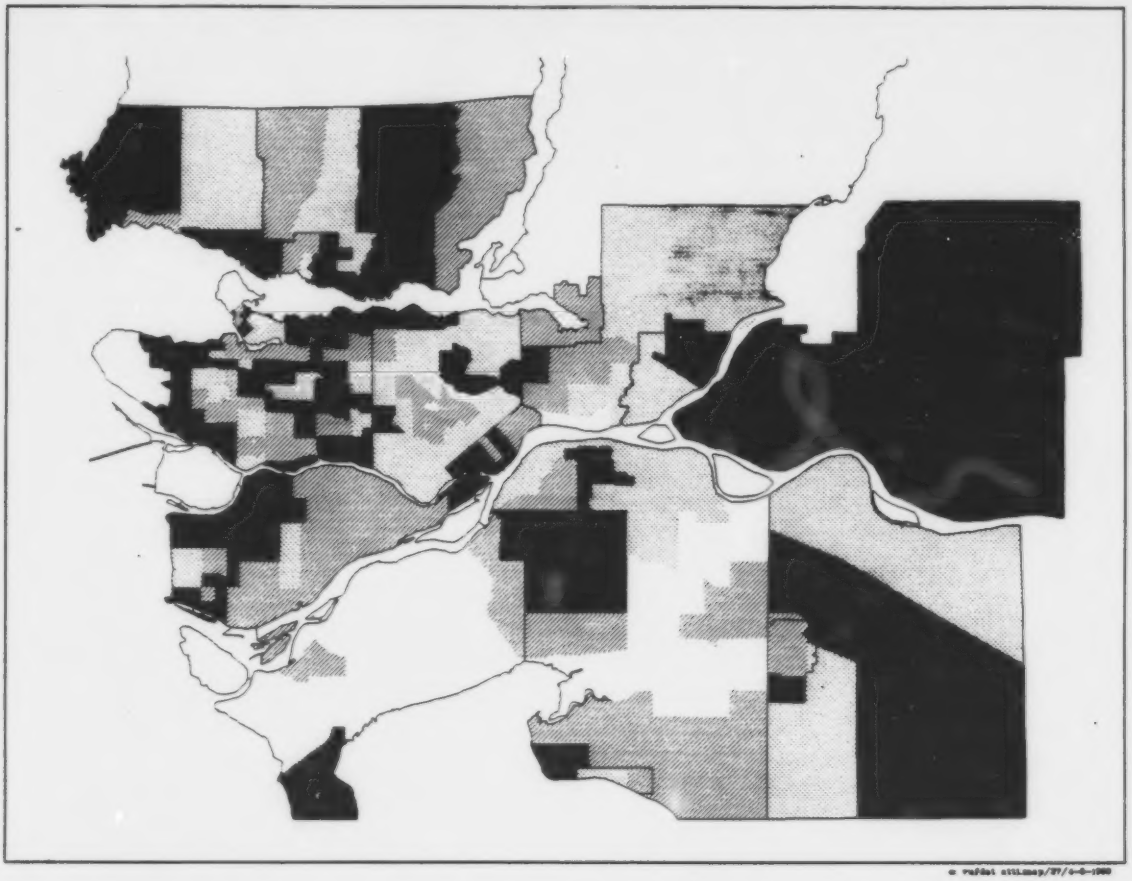
Quartile	Area Mean Score
first	1.560 - 2.200
second	2.201 - 2.500
third	2.501 - 2.750
fourth	2.750 - 3.800



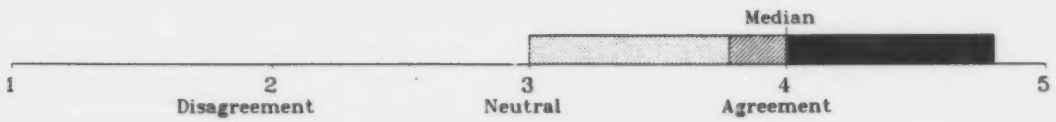
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 27

CIVIC LEADERS SHOULD REALIZE THAT THEY ARE NOT DEALING WITH AN IGNORANT MASS BUT WITH GROUPS OF RESPONSIBLE, KNOWLEDGEABLE CITIZENS.



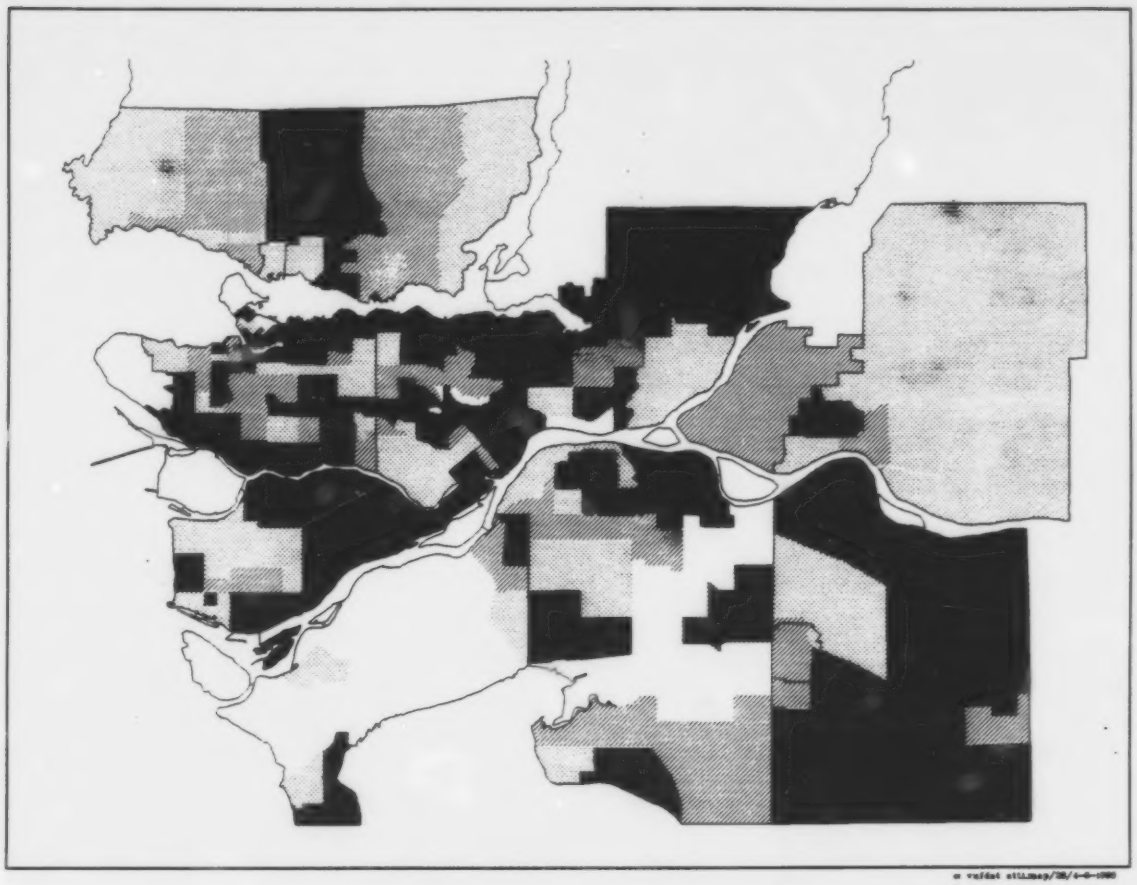
Quartile	Area Mean Score
first	3.000 - 3.778
second	3.779 - 4.000
third	4.001 - 4.286
fourth	4.286 - 4.800



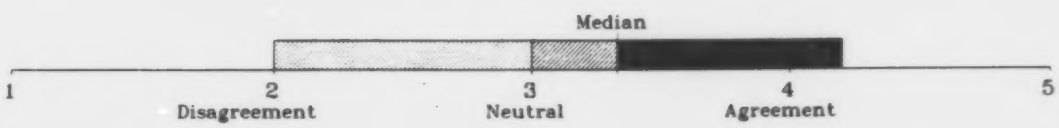
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 28

PUBLIC AGENCIES ARE MORE CONCERNED WITH PEOPLES' NEEDS THAN ARE PRIVATE ENTERPRISES.



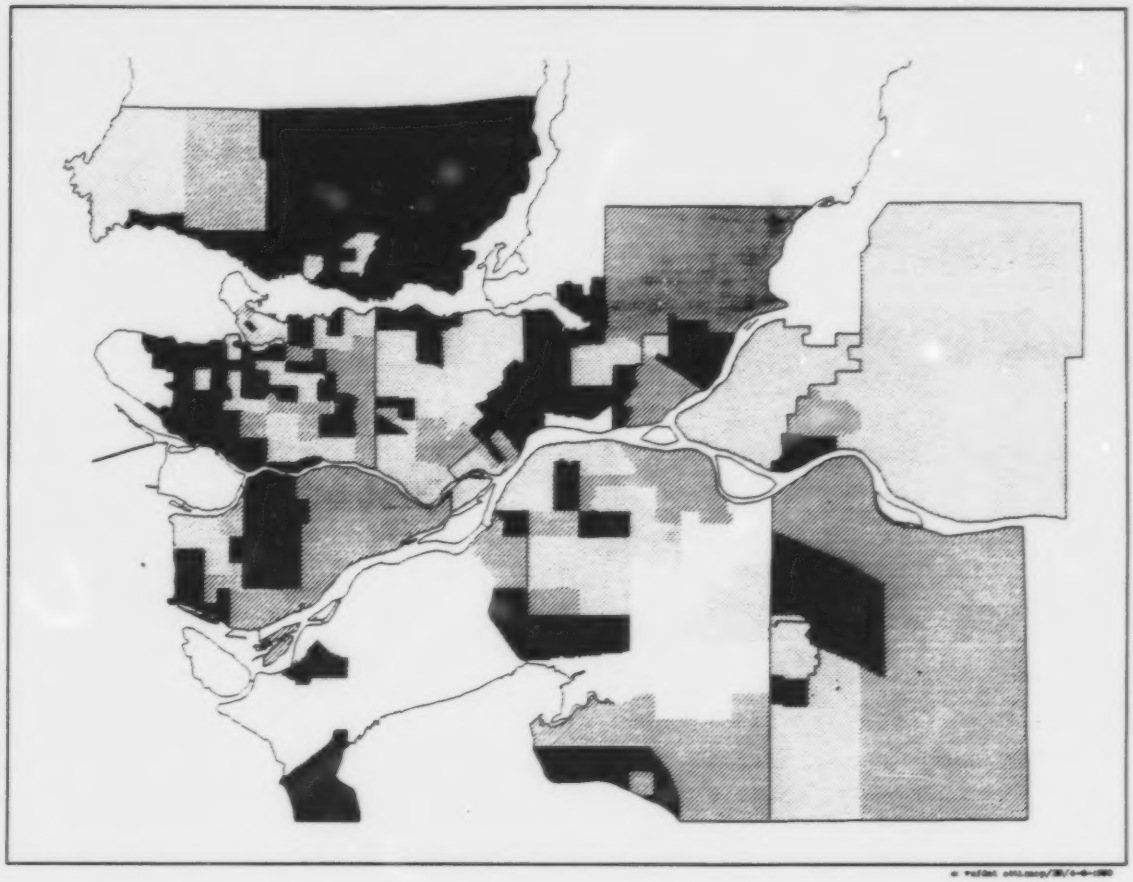
Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.333
third	3.334 - 3.600
fourth	3.600 - 4.200



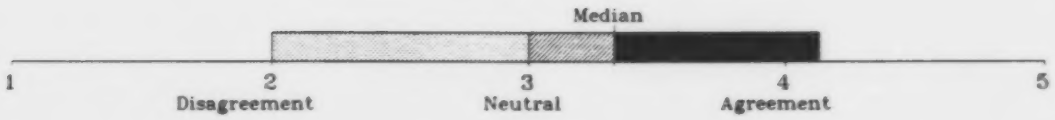
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 29

ALTHOUGH A MINORITY OF PEOPLE ARE SUFFERING HARDSHIP, MOST PEOPLE IN OUR SOCIETY ARE COMFORTABLE ENOUGH.



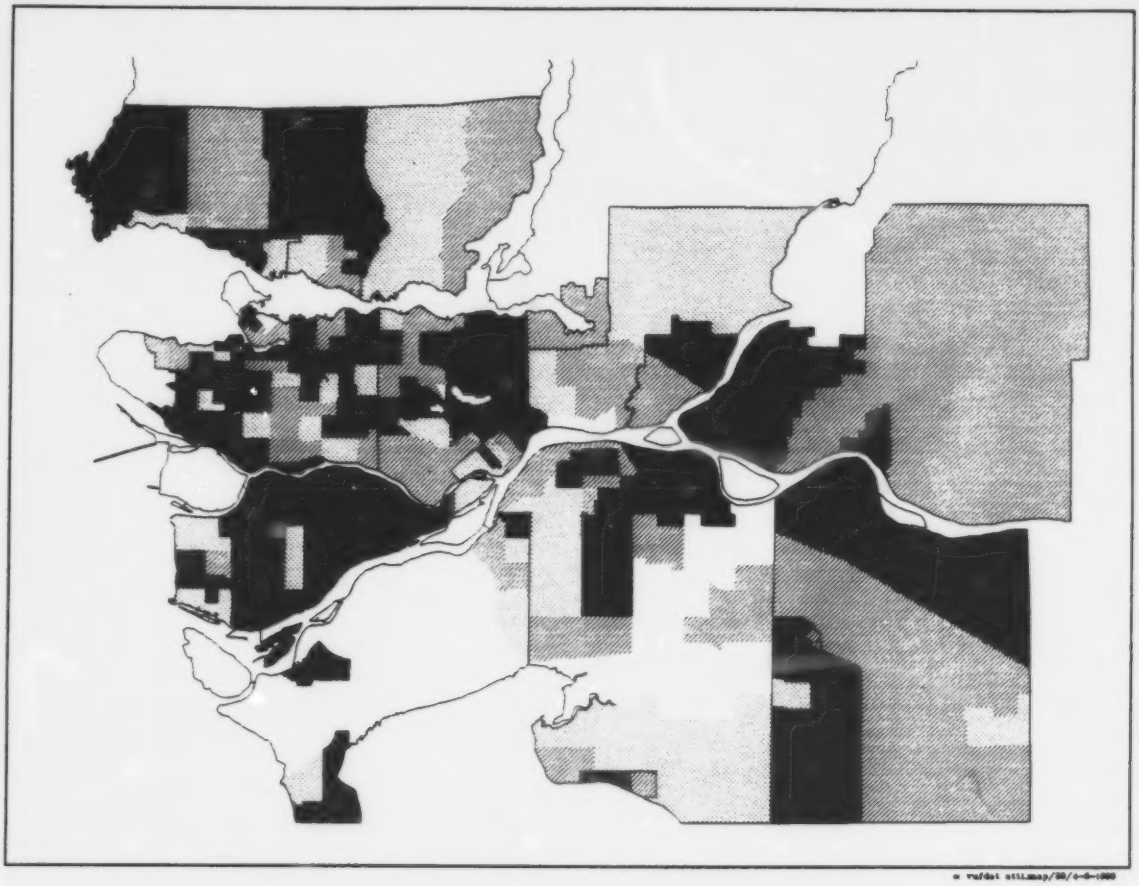
Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.333
third	3.334 - 3.600
fourth	3.600 - 4.130



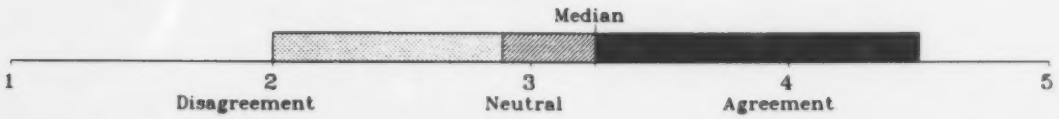
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 30

THE LESS I HAVE TO DO WITH GOVERNMENT OFFICIALS AND THE LAW, THE BETTER I LIKE IT.



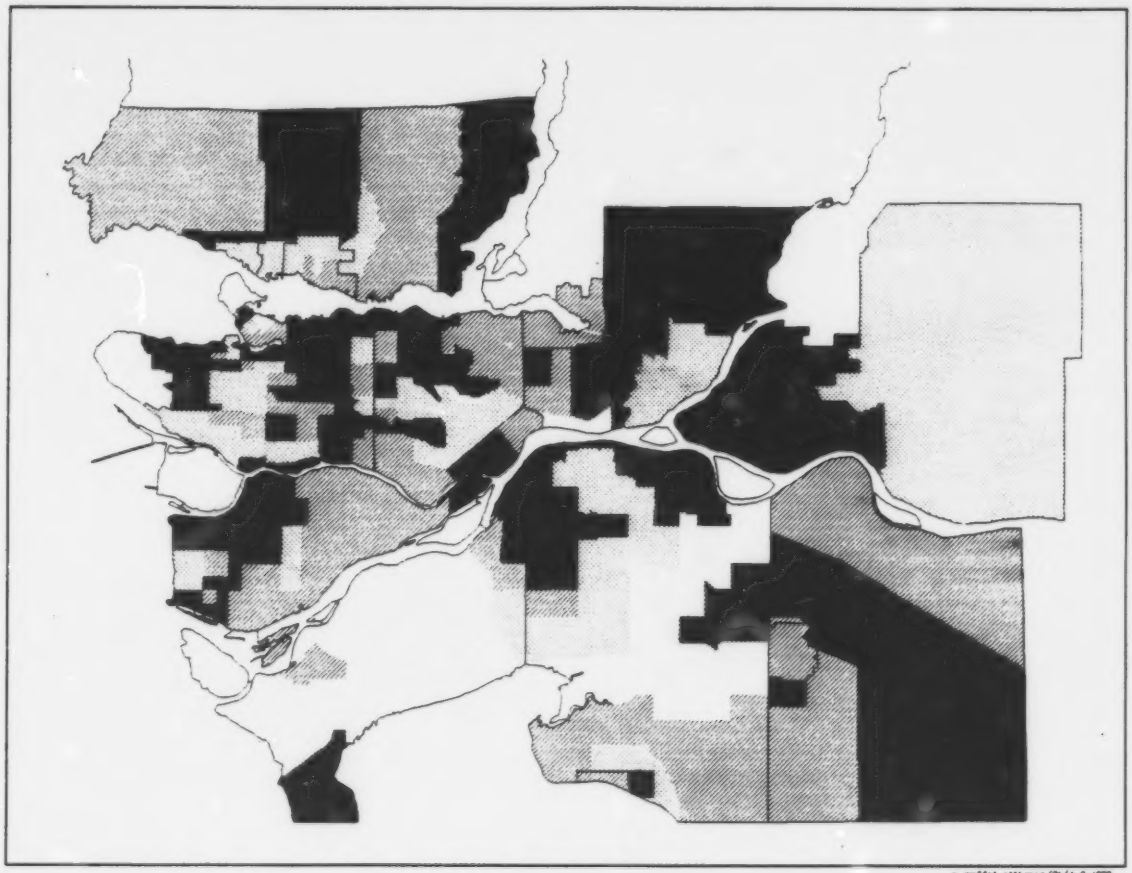
Quartile	Area Mean Score
first	2.000 - 2.889
second	2.890 - 3.250
third	3.251 - 3.667
fourth	3.667 - 4.500



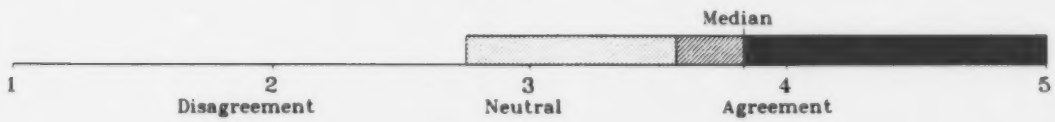
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 31

PROPOSED DEVELOPMENT SHOULD ONLY PROCEED WITH THE APPROVAL OF LOCAL RESIDENTS.



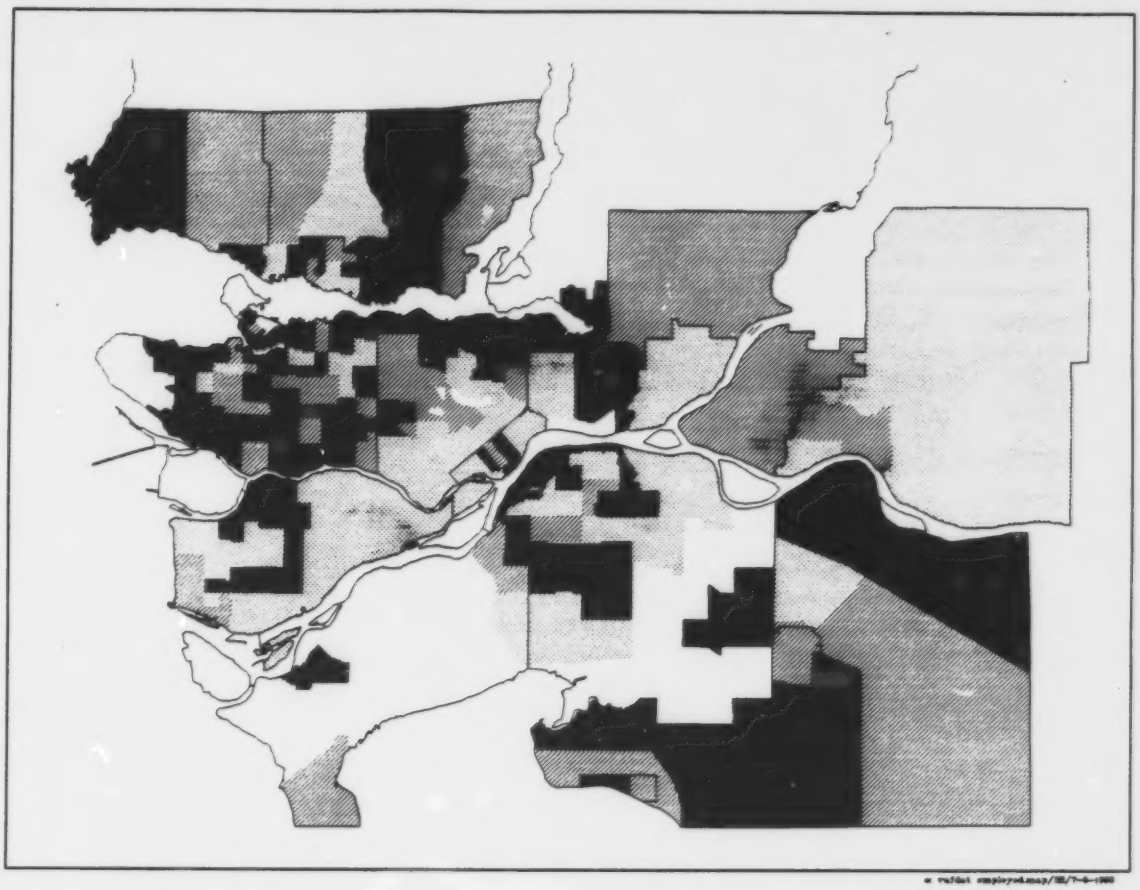
Quartile	Area Mean Score
first	2.750 - 3.571
second	3.572 - 3.833
third	3.834 - 4.100
fourth	4.100 - 5.000



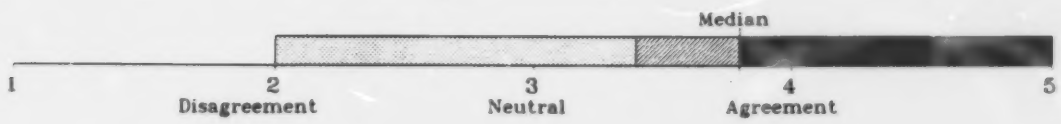
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 32

GETTING TO WORK IS NO PARTICULAR PROBLEM FOR ME.



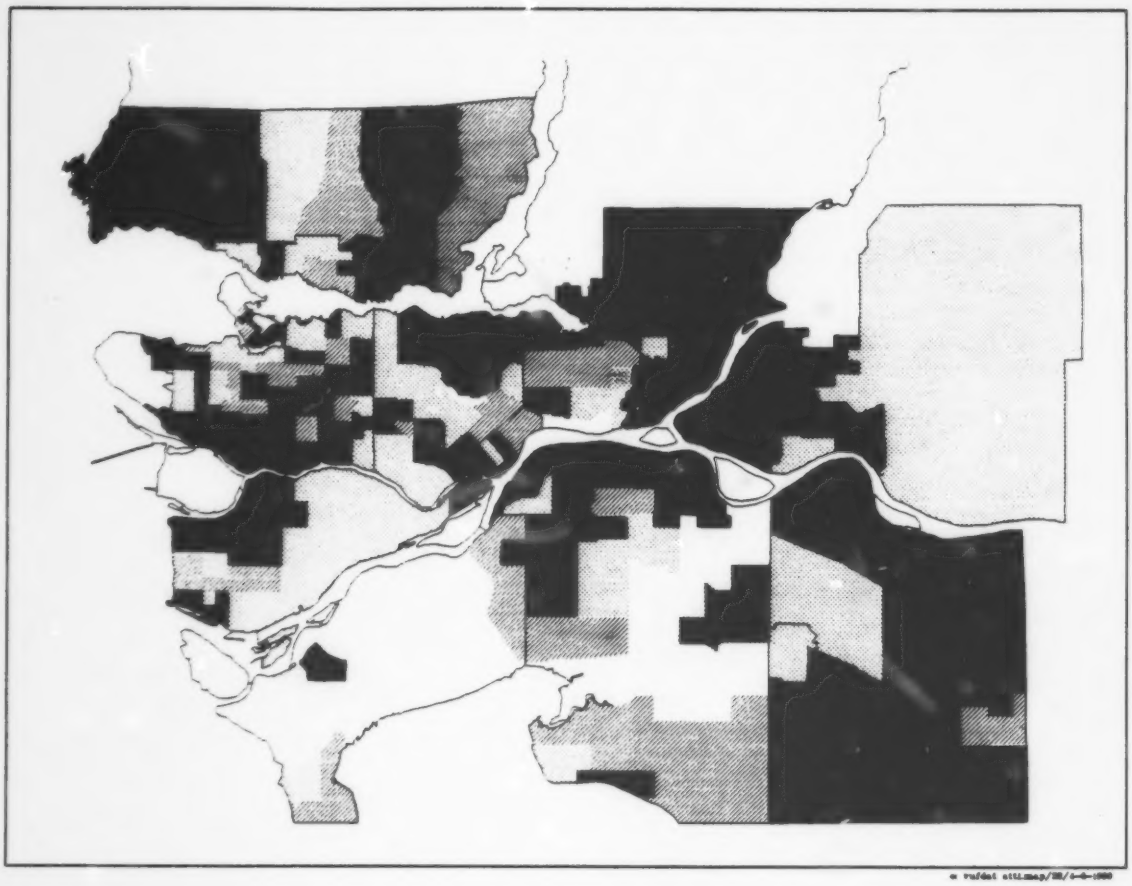
Quartile	Area Mean Score
first	2.000 - 3.400
second	3.401 - 3.800
third	3.801 - 4.000
fourth	4.001 - 5.000



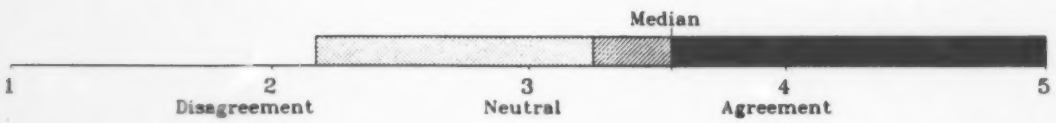
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 33

OWNING LAND PROVIDES A SATISFACTION THAT CAN BE OBTAINED IN NO OTHER WAY.



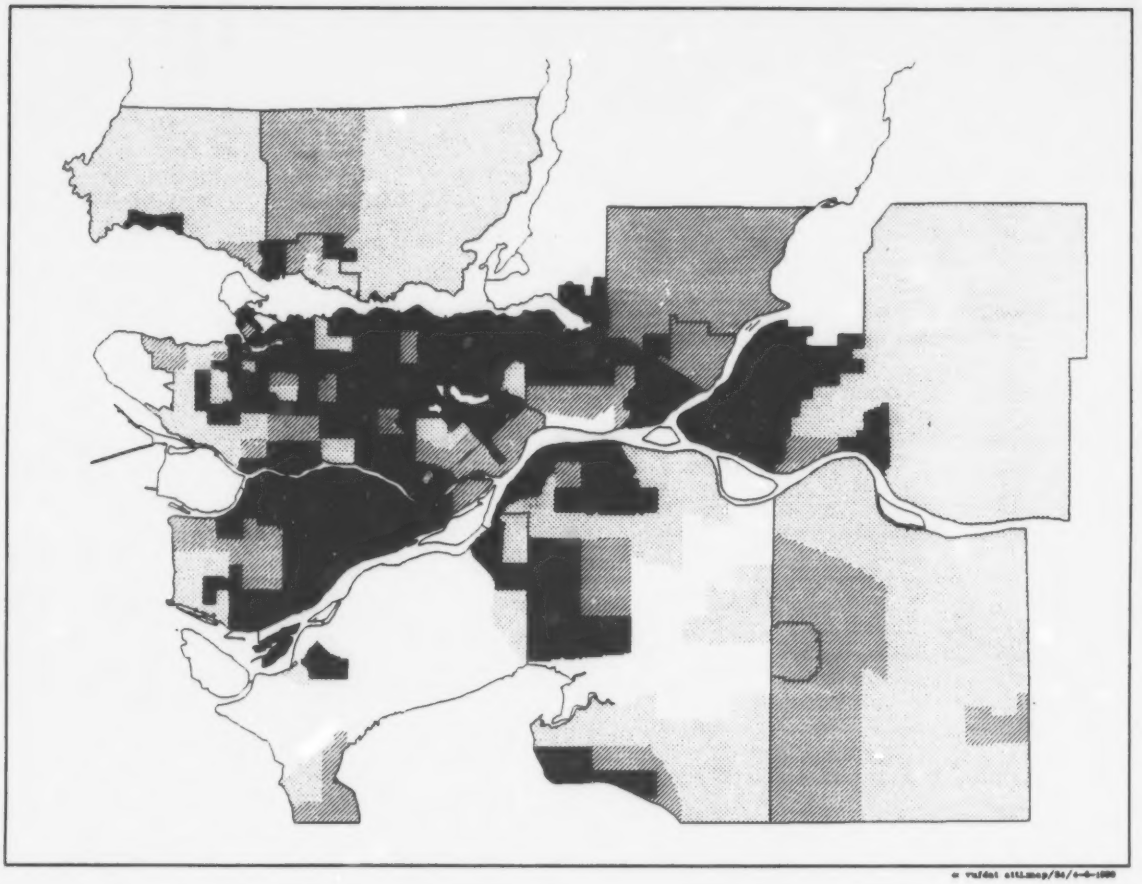
Quartile	Area Mean Score
first	2.170 - 3.250
second	3.251 - 3.556
third	3.557 - 3.800
fourth	3.800 - 5.000



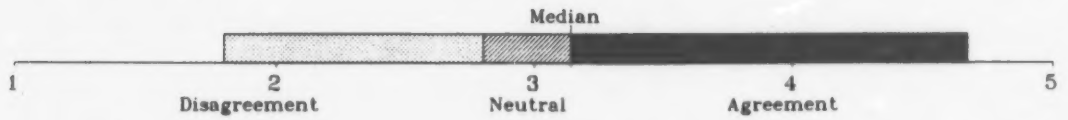
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 34

MARRIAGE AS A SOCIAL INSTITUTION IS LOSING ITS SIGNIFICANCE TODAY.



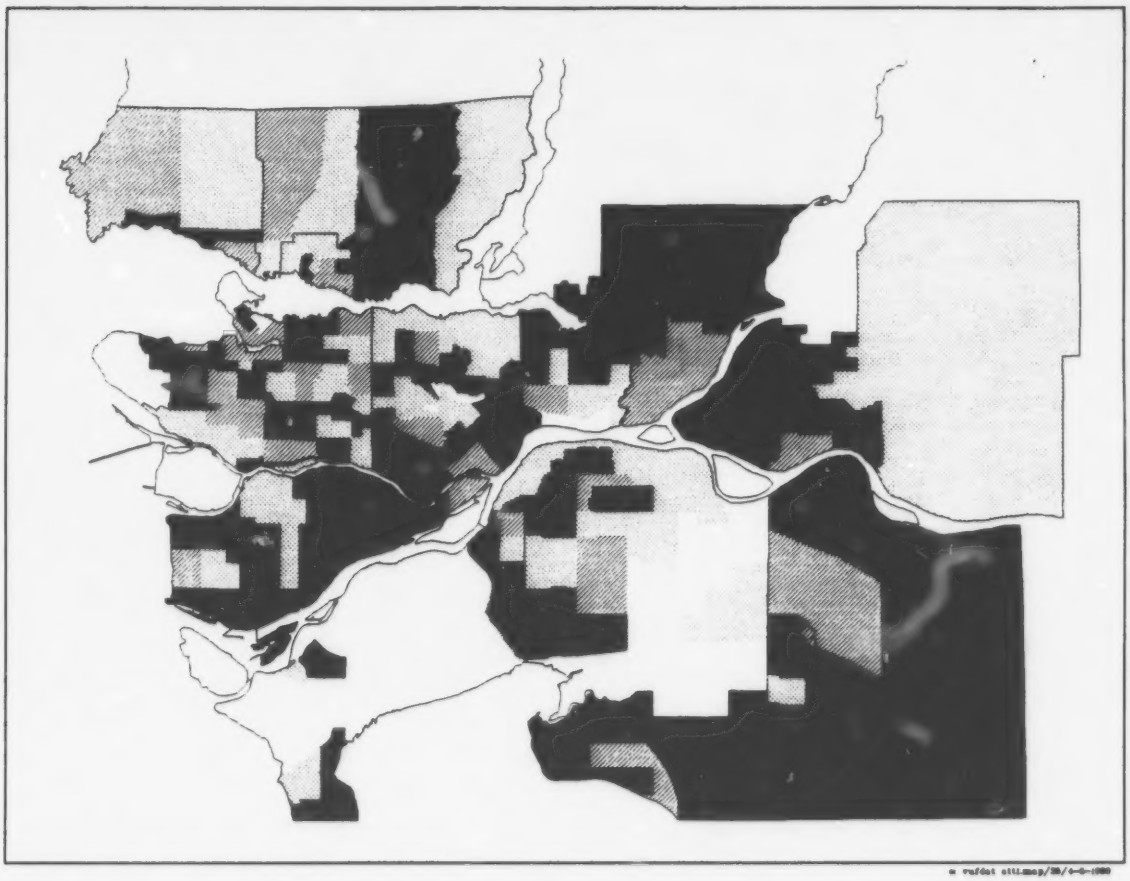
Quartile	Area Mean Score
first	1.800 – 2.800
second	2.801 – 3.143
third	3.144 – 3.500
fourth	3.500 – 4.670



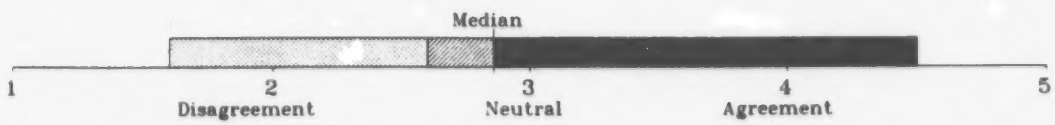
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 35

PEOPLE IN VANCOUVER SEEM TO THINK THAT THEY ARE SUPERIOR TO PEOPLE FROM THE REST OF THE PROVINCE.



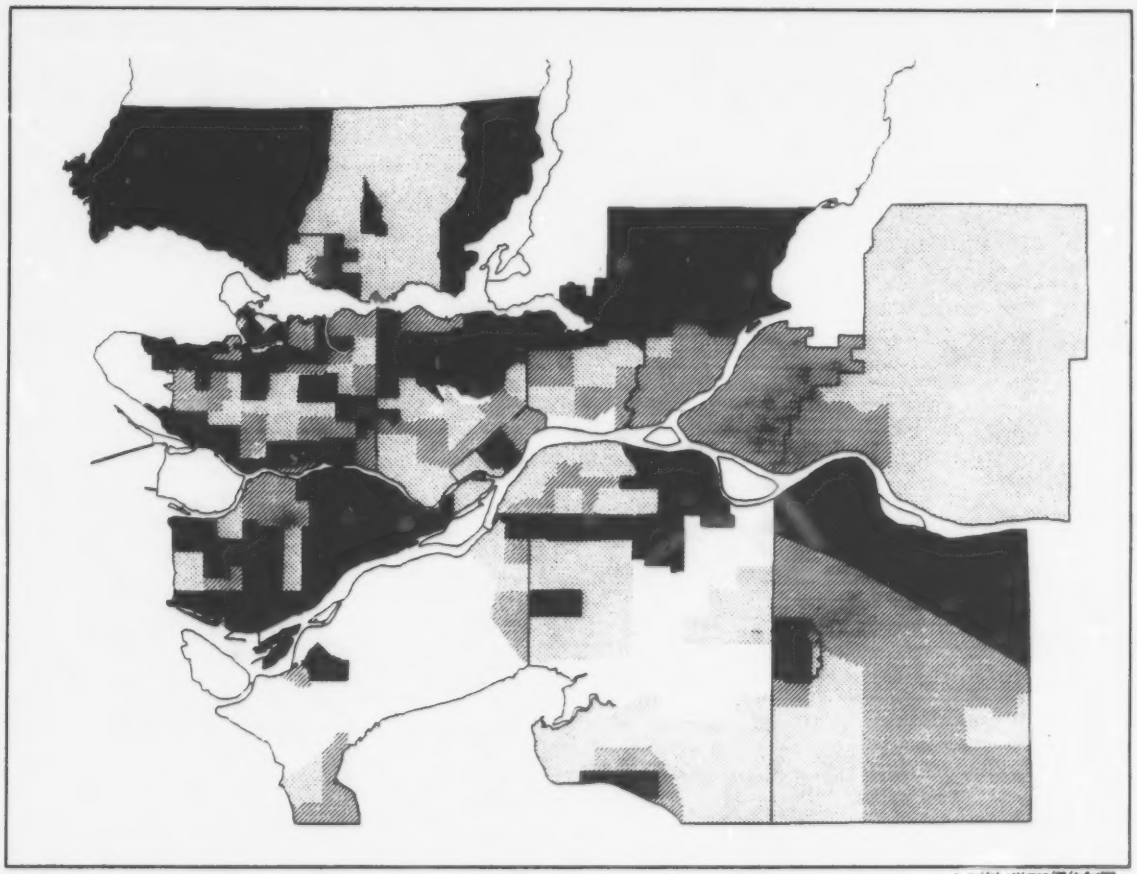
Quartile	Area Mean Score
first	1.600 - 2.600
second	2.601 - 2.857
third	2.858 - 3.167
fourth	3.167 - 4.500



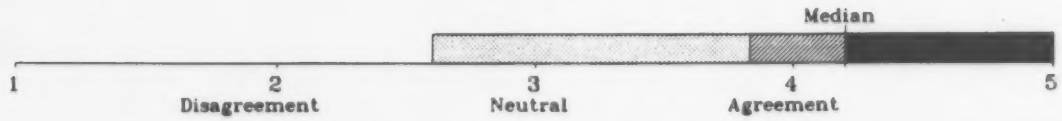
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 36

WOMEN SHOULD HAVE COMPLETE AND TOTAL CONTROL OVER THEIR BODIES.



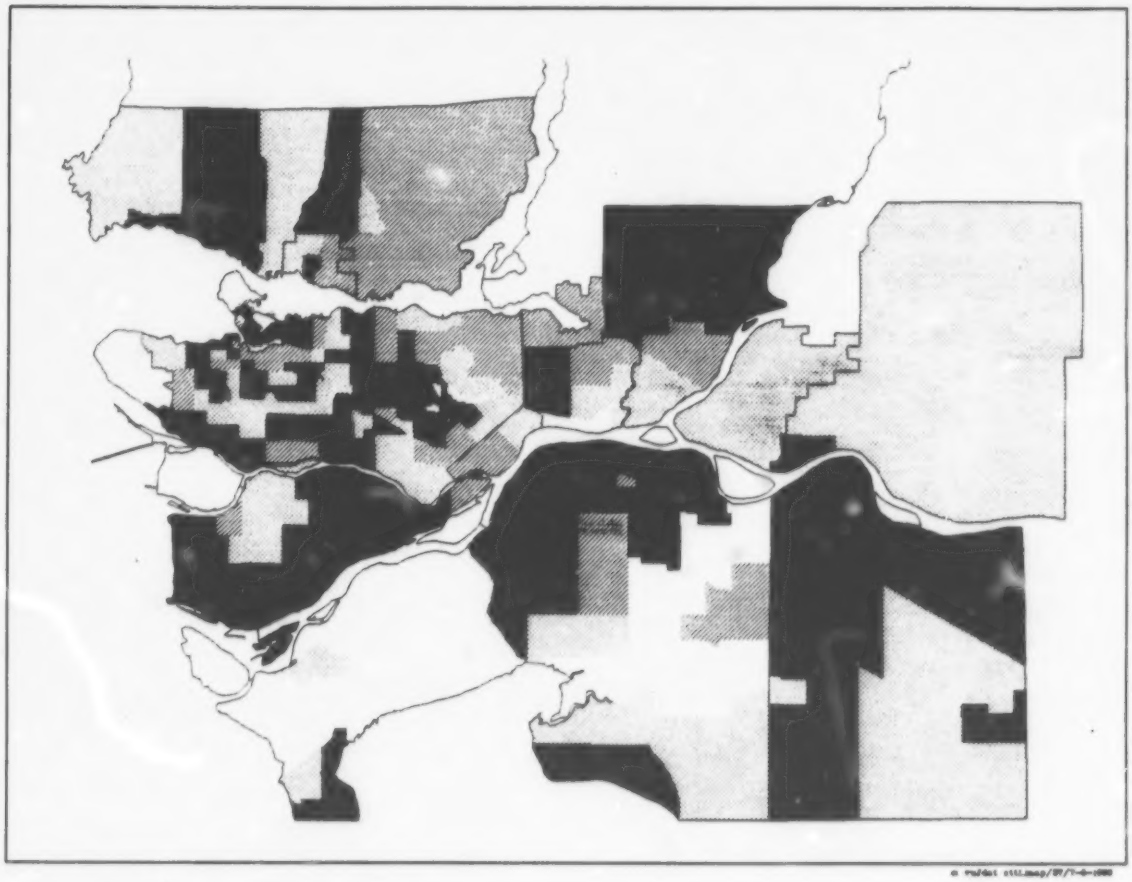
Quartile	Area Mean Score
first	2.600 - 3.833
second	3.834 - 4.200
third	4.201 - 4.500
fourth	4.500 - 5.000



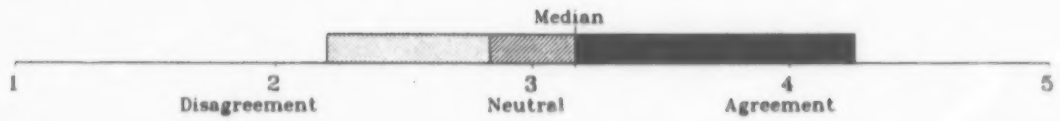
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 37

ON THE WHOLE, THE FUTURE IS GOING TO BE BETTER THAN THE PRESENT.



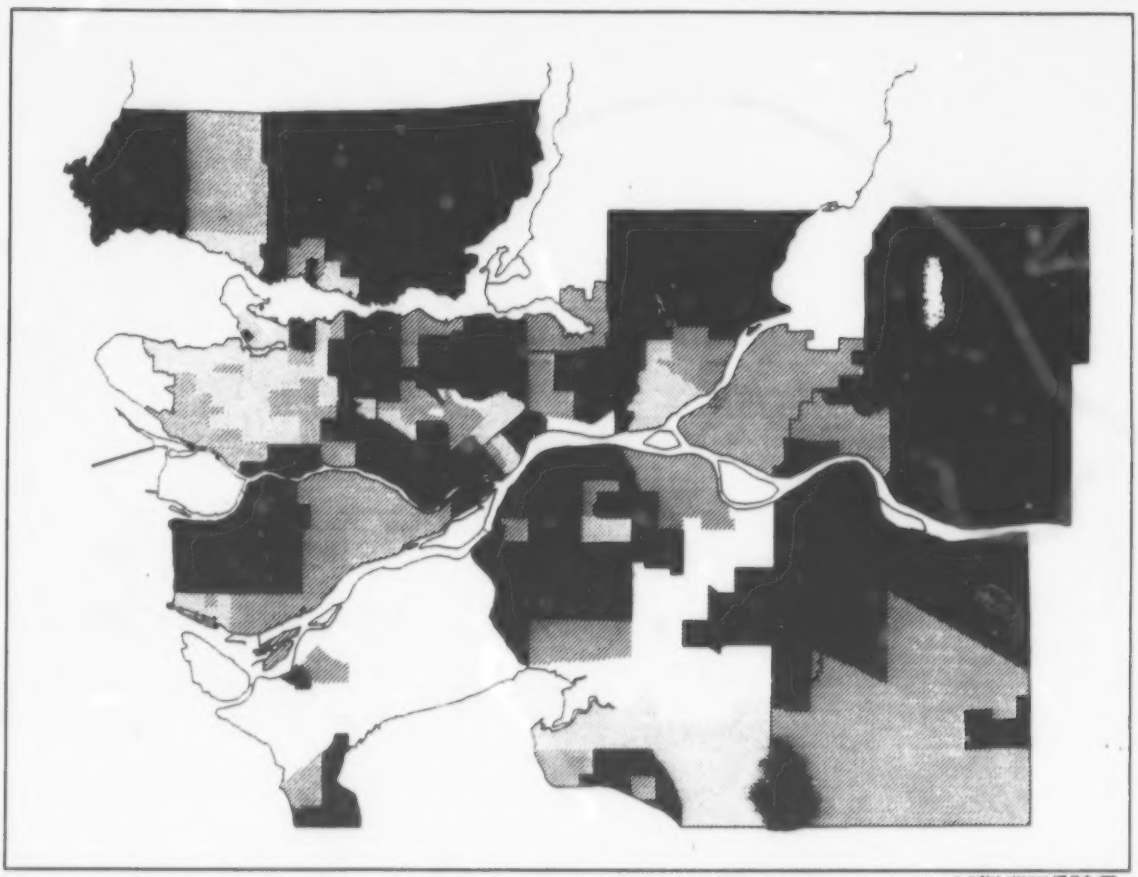
Quartile	Area Mean Score
first	2.200 - 2.833
second	2.834 - 3.167
third	3.168 - 3.500
fourth	3.501 - 4.250



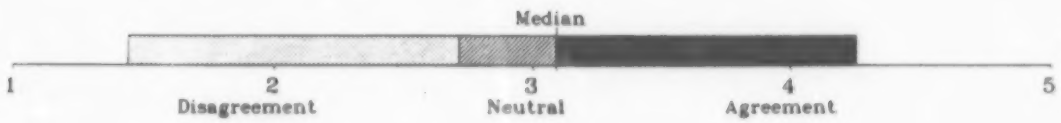
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 38

THE BEST PLACE TO SHOP IS AT A SUBURBAN SHOPPING CENTRE.



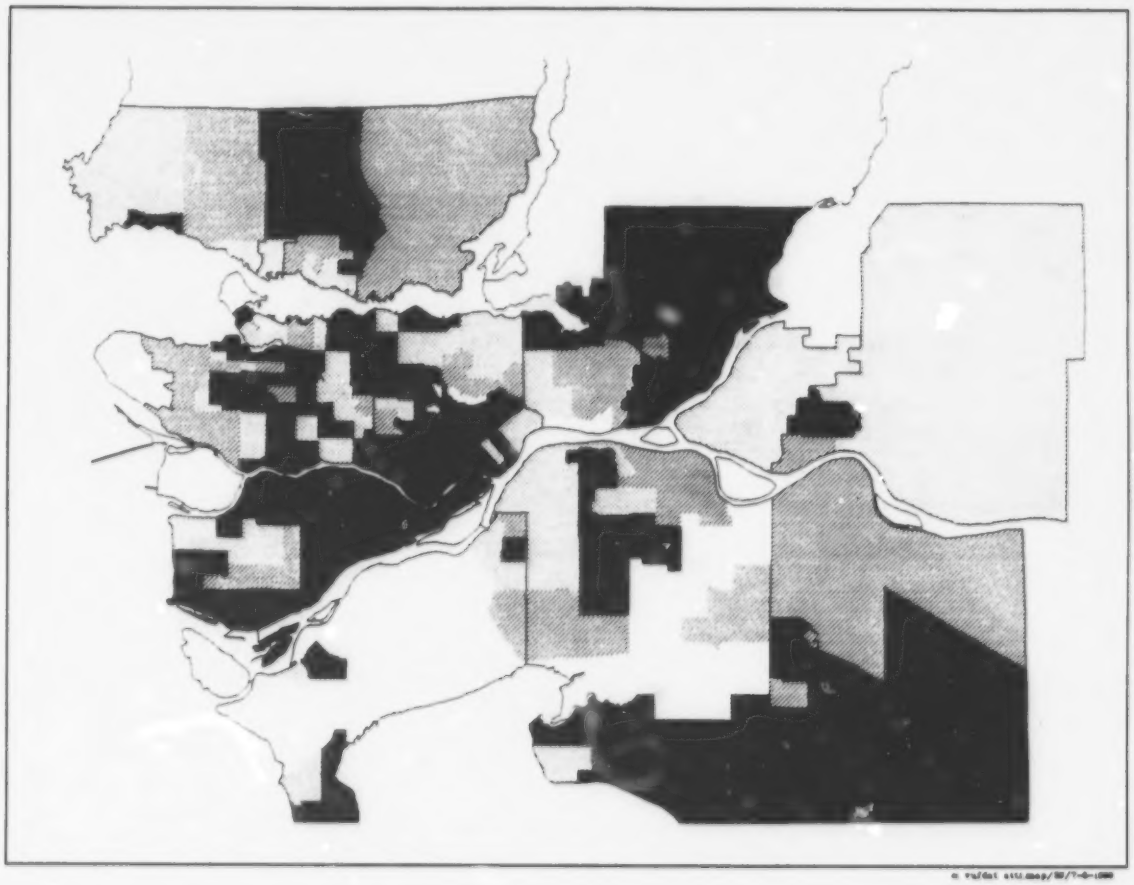
Quartile	Area Mean Score
first	1.440 - 2.714
second	2.715 - 3.091
third	3.092 - 3.400
fourth	3.401 - 4.250



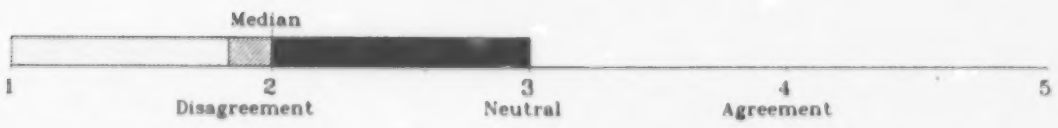
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 39

IT IS RIDICULOUS TO EXPECT TWO ADULTS TO LIVE ALL OF THEIR LIVES TOGETHER.



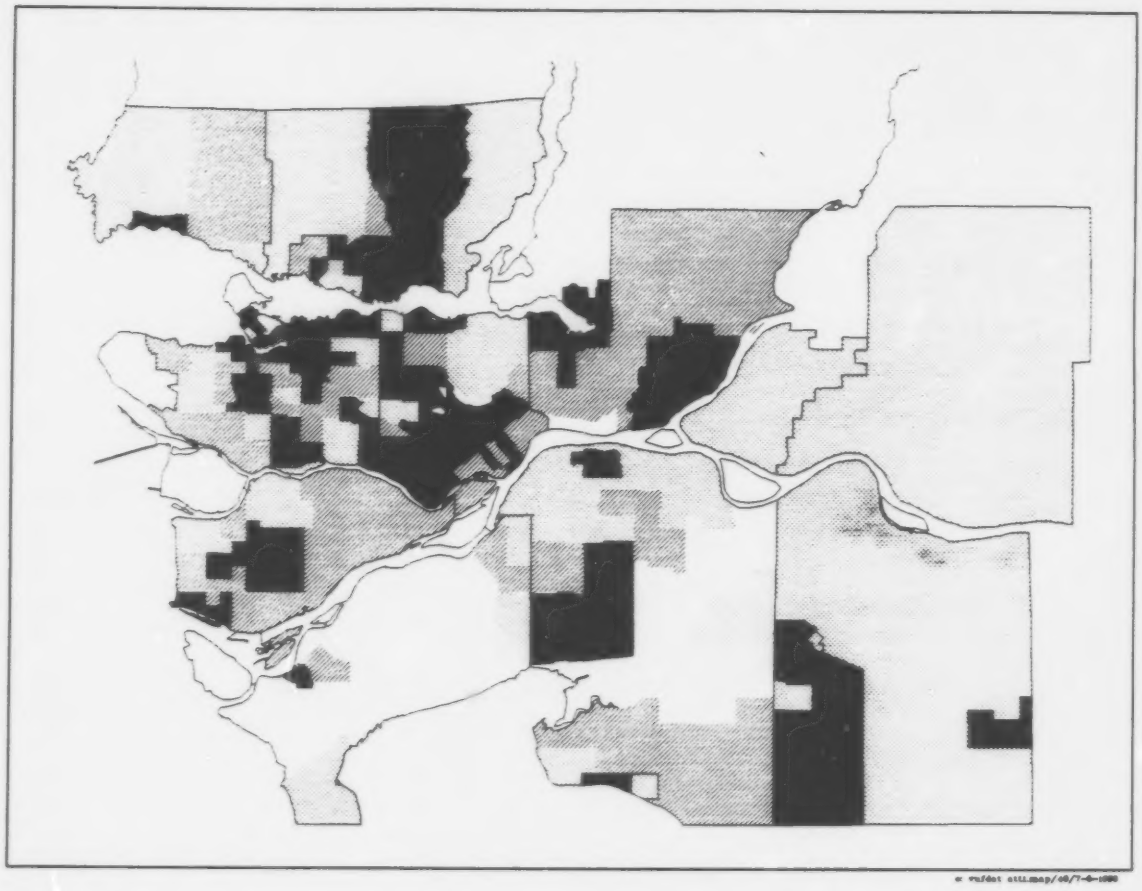
Quartile	Area Mean Score
first	1.000 - 1.833
second	1.834 - 2.000
third	2.001 - 2.333
fourth	2.334 - 3.000



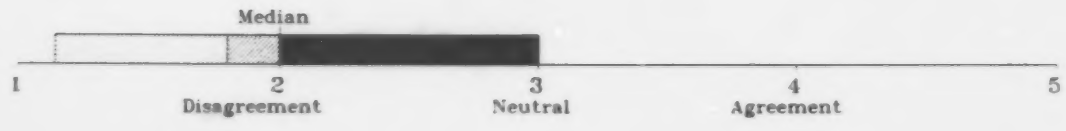
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vanc[illegible] Urban Futures Survey 1990 - QUESTION 40

HOUSE OWNERSHIP IS MORE TROUBLE THAN IT IS WORTH.



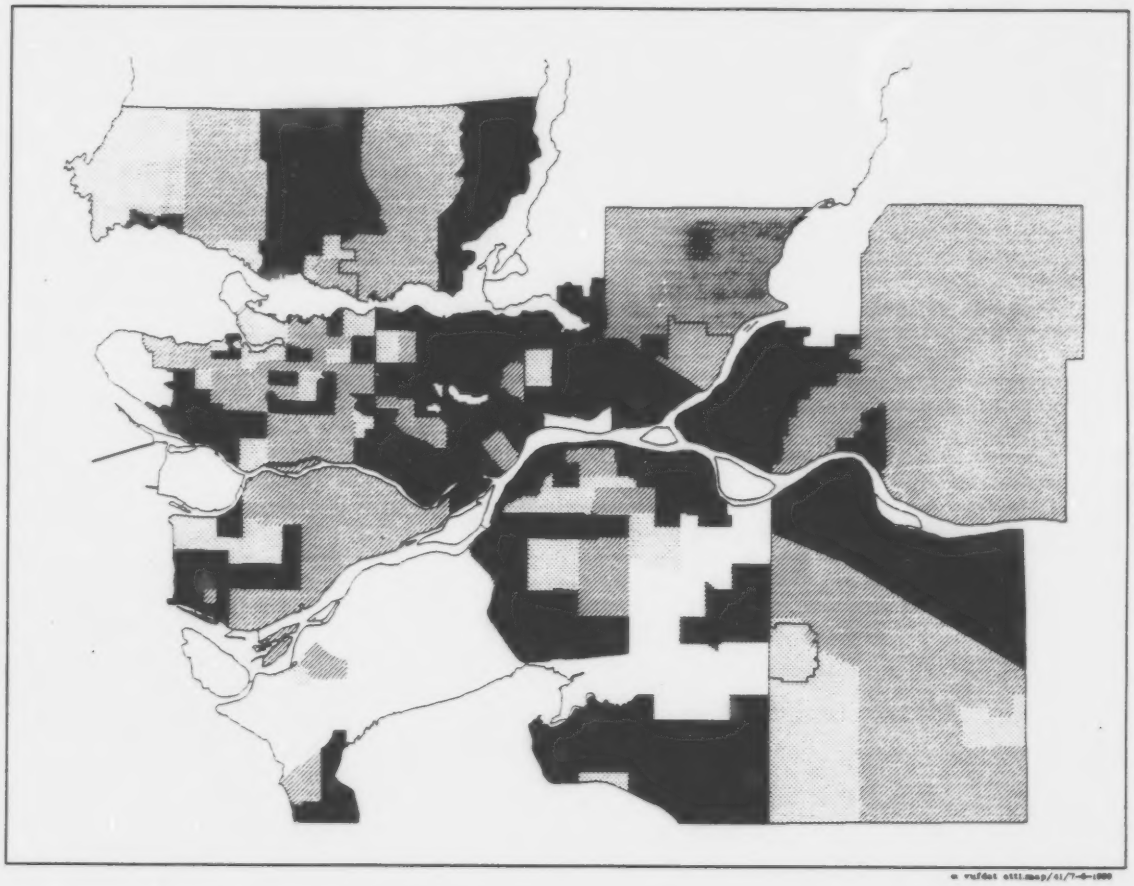
Quartile	Area Mean Score
first	1.140 - 1.800
second	1.801 - 2.000
third	2.001 - 2.333
fourth	2.334 - 3.000



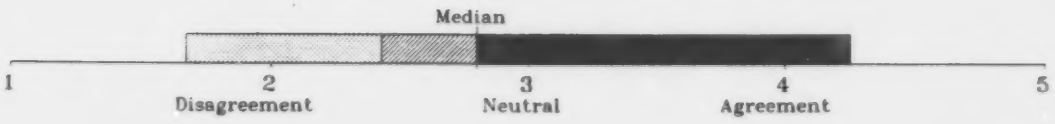
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 41

MY LIFE IS PRETTY MUCH WHAT I THOUGHT IT WOULD BE TEN YEARS AGO.



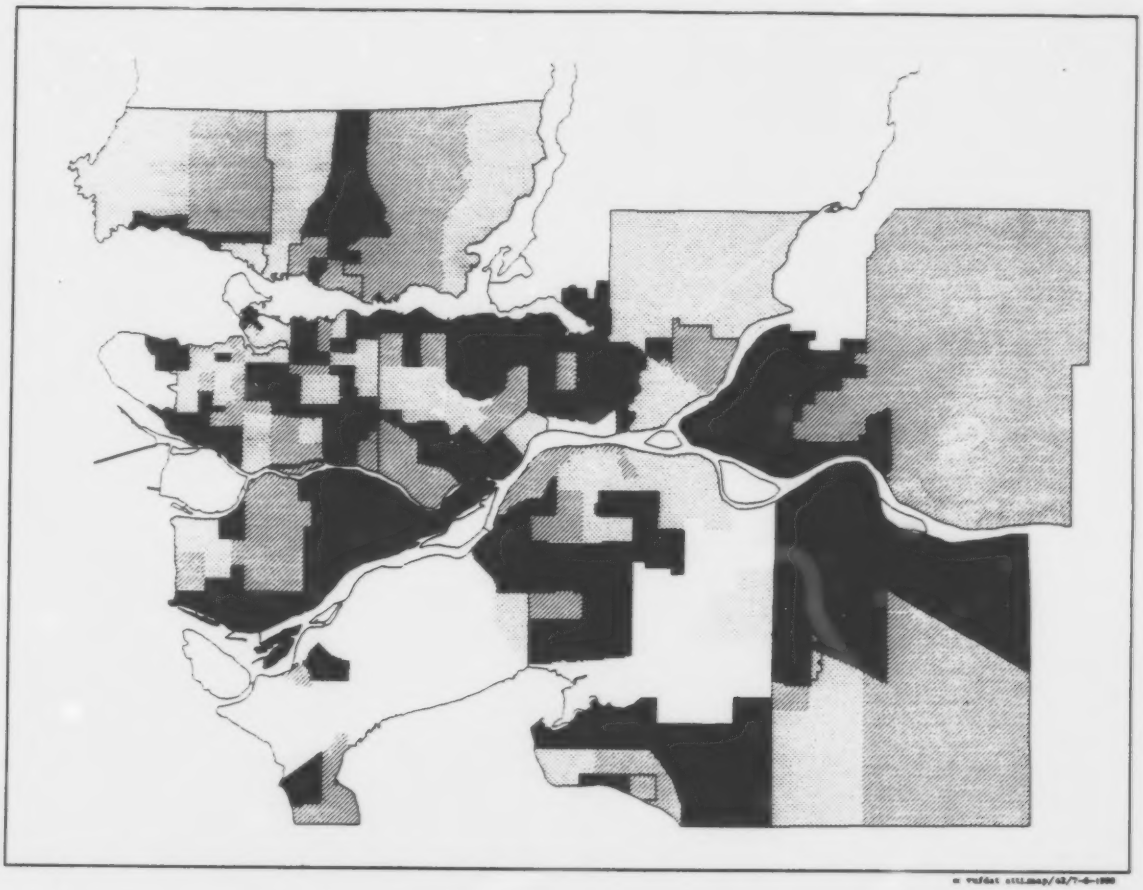
Quartile	Area Mean Score
first	1.670 - 2.429
second	2.430 - 2.800
third	2.801 - 3.167
fourth	3.168 - 4.250



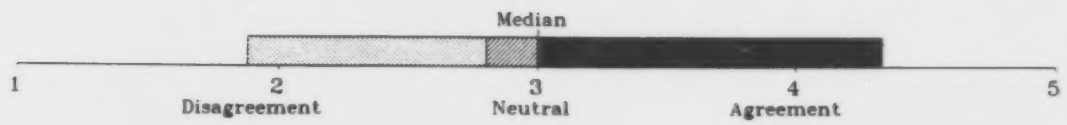
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 42

I TRUST MY FEELINGS MORE THAN MY THOUGHTS.



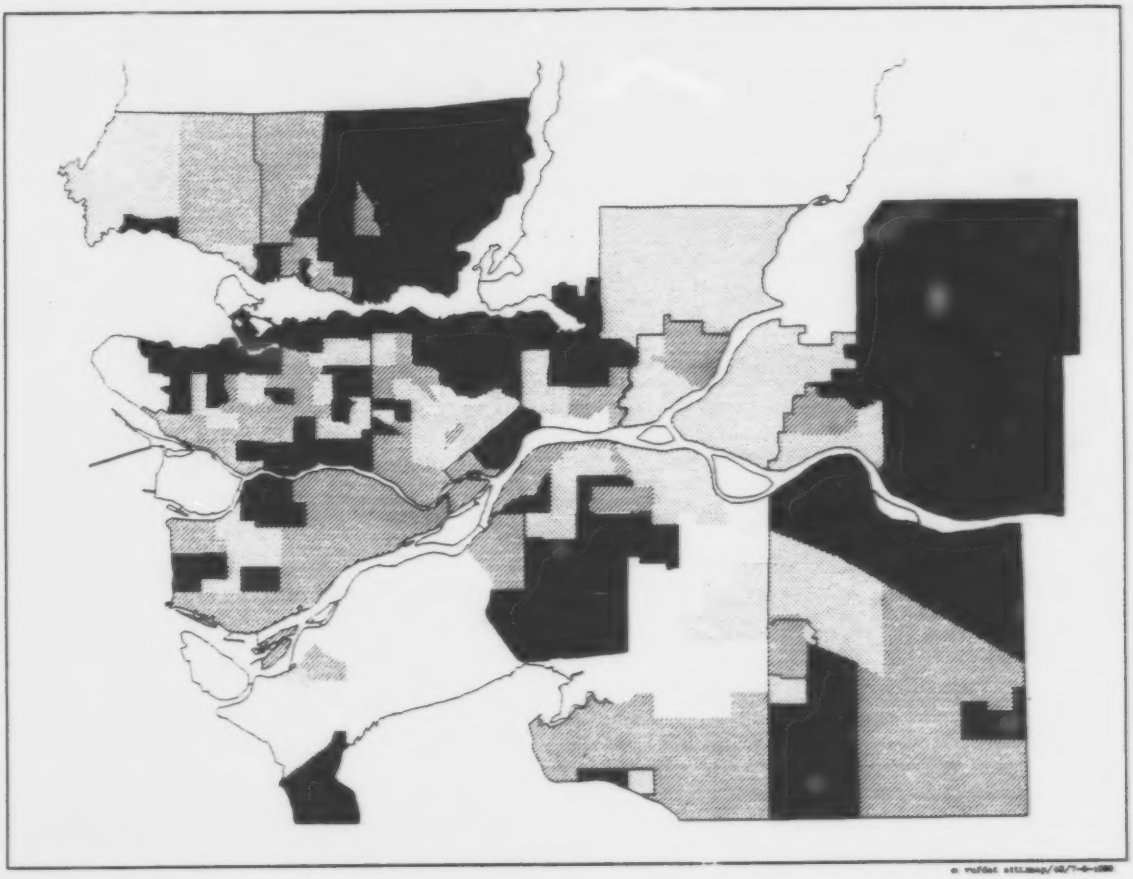
Quartile	Area Mean Score
first	1.880 - 2.800
second	2.801 - 3.000
third	3.001 - 3.375
fourth	3.376 - 4.330



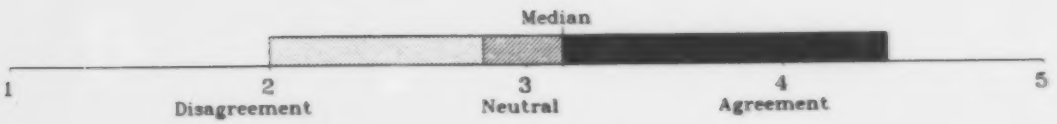
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 43

A SINGLE FAMILY HOUSE IS NOT ESSENTIAL FOR A TRUE "FAMILY LIFE".



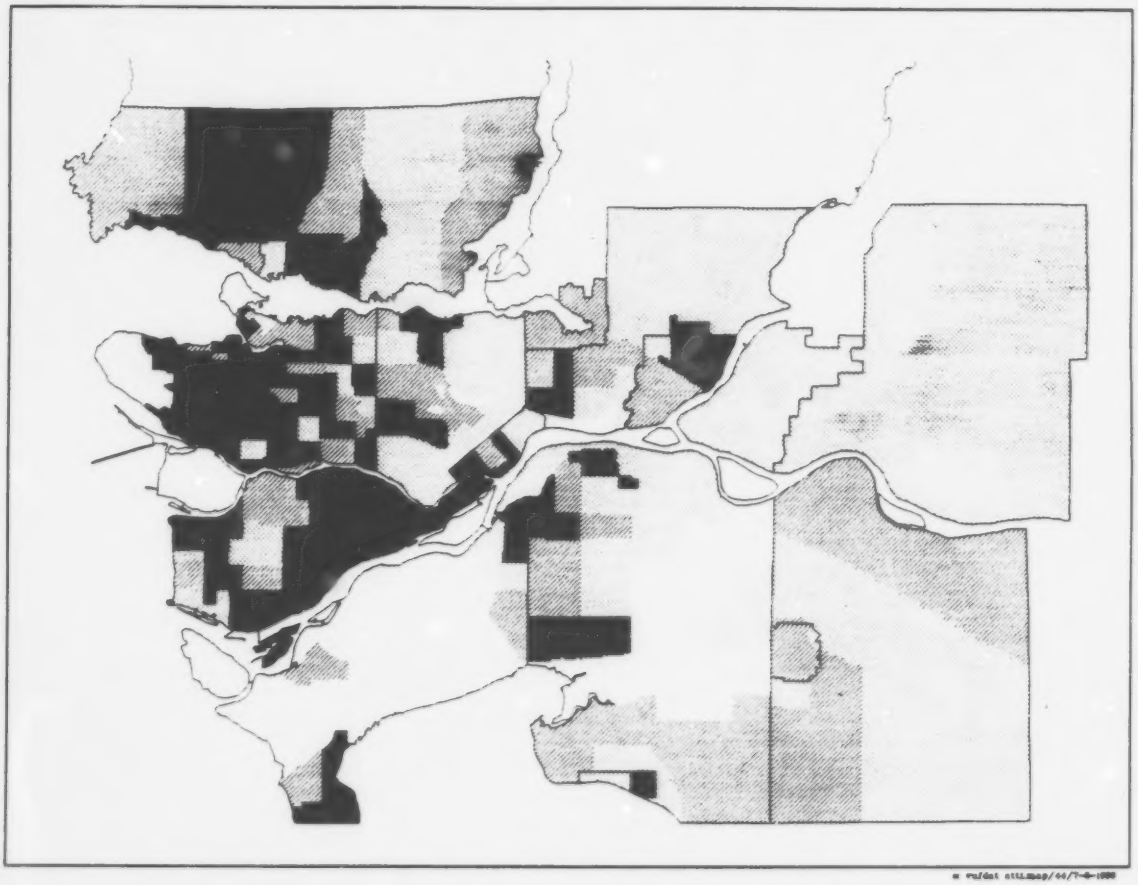
Quartile	Area Mean Score
first	2.000 - 2.833
second	2.834 - 3.143
third	3.144 - 3.429
fourth	3.430 - 4.400



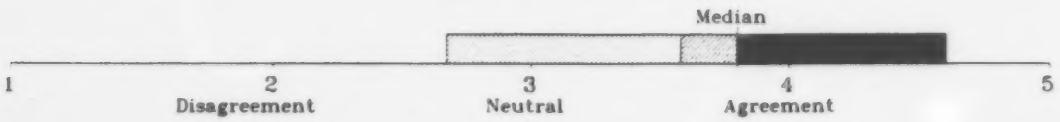
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 44

THE CULTURAL LIFE OF THE CITY IS IMPORTANT TO ME.



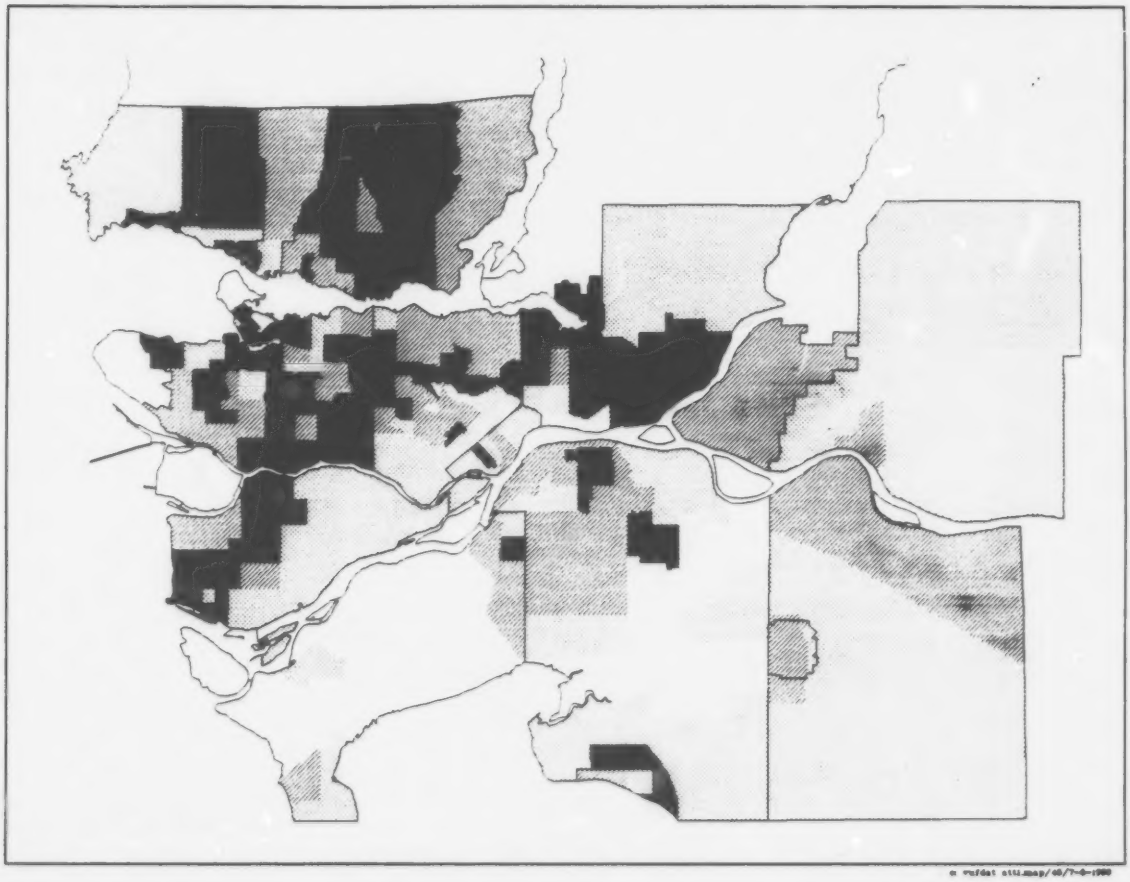
Quartile	Area Mean Score
first	2.670 - 3.583
second	3.584 - 3.800
third	3.801 - 4.000
fourth	4.001 - 4.600



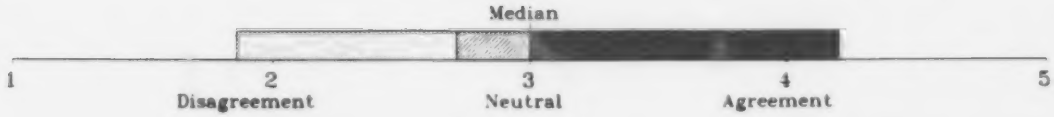
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 45

CITIES CONTAIN THE BEST ASPECTS OF MODERN LIFE.



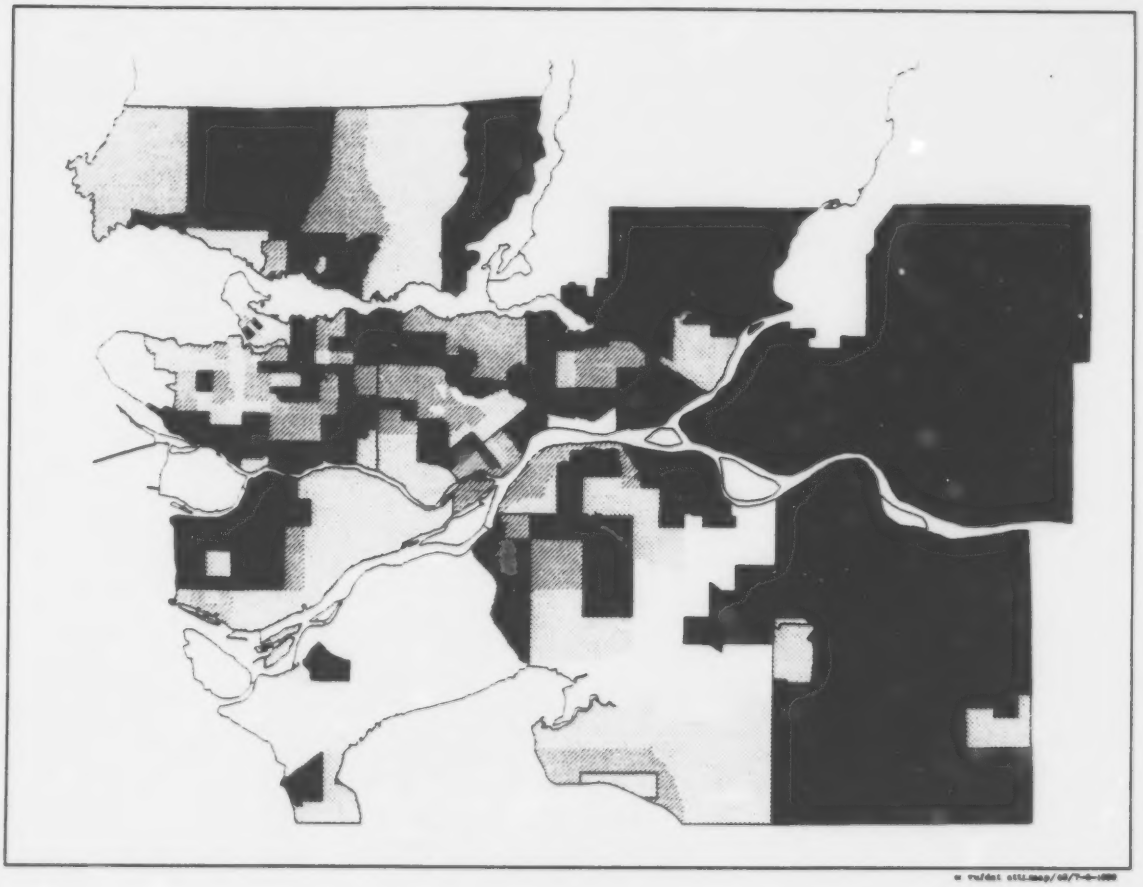
Quartile	Area Mean Score
first	1.860 - 2.714
second	2.715 - 3.000
third	3.001 - 3.300
fourth	3.301 - 4.200



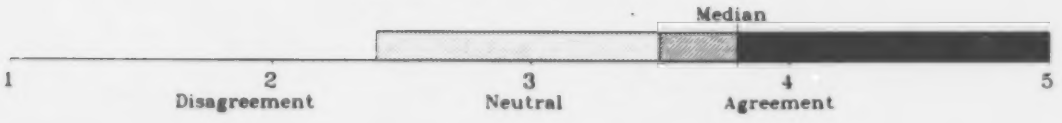
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 46

THERE IS NO POINT IN PAYING RENT MONTH AFTER MONTH WHEN ONE COULD BE USING THIS MONEY TO BUY A HOUSE.



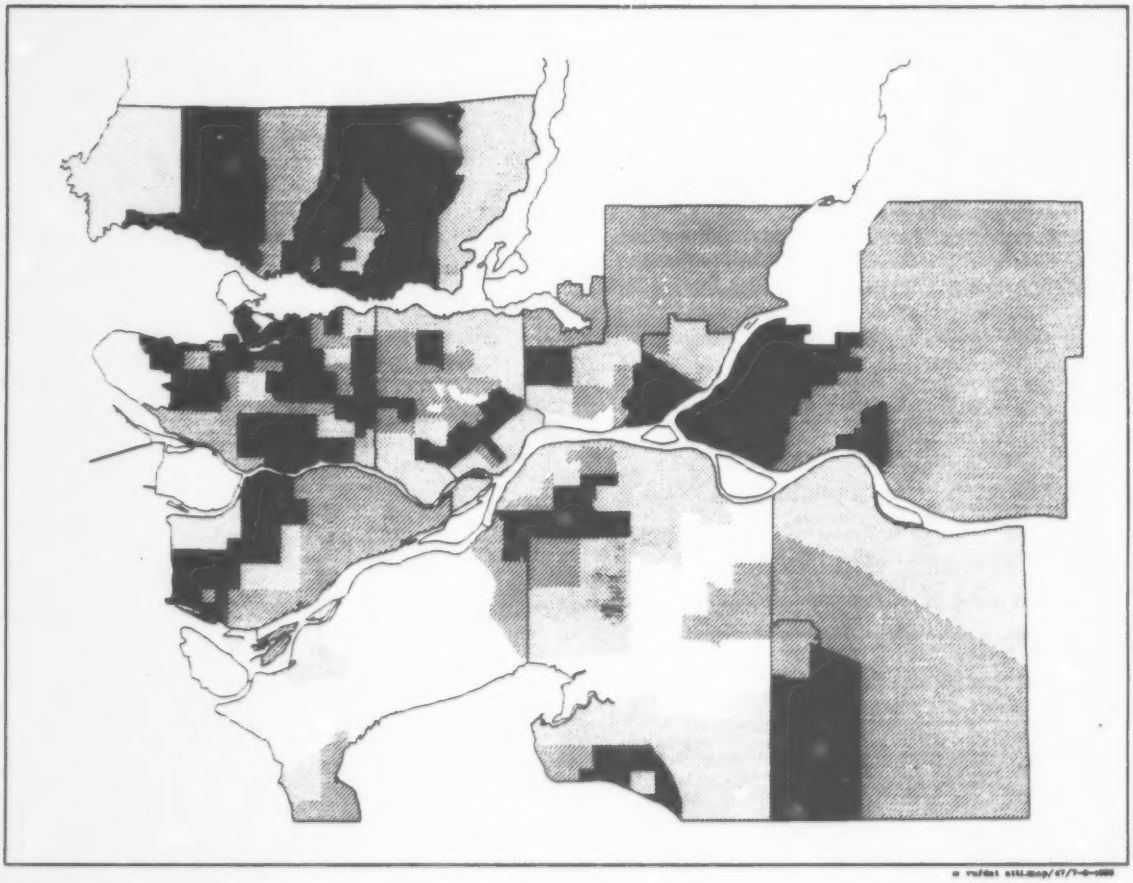
Quartile	Area Mean Score
first	2.400 - 3.500
second	3.501 - 3.800
third	3.801 - 4.000
fourth	4.001 - 5.000



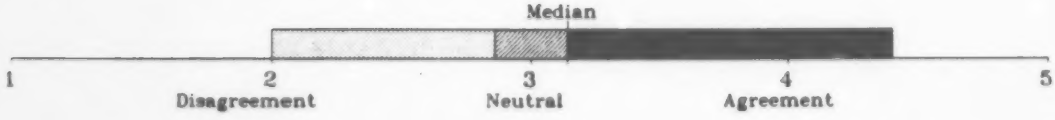
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 47

THE VARIETY OF STORES FOUND IN THE CENTRAL CITY IS ESSENTIAL TO PROVIDE FOR MY NEEDS.



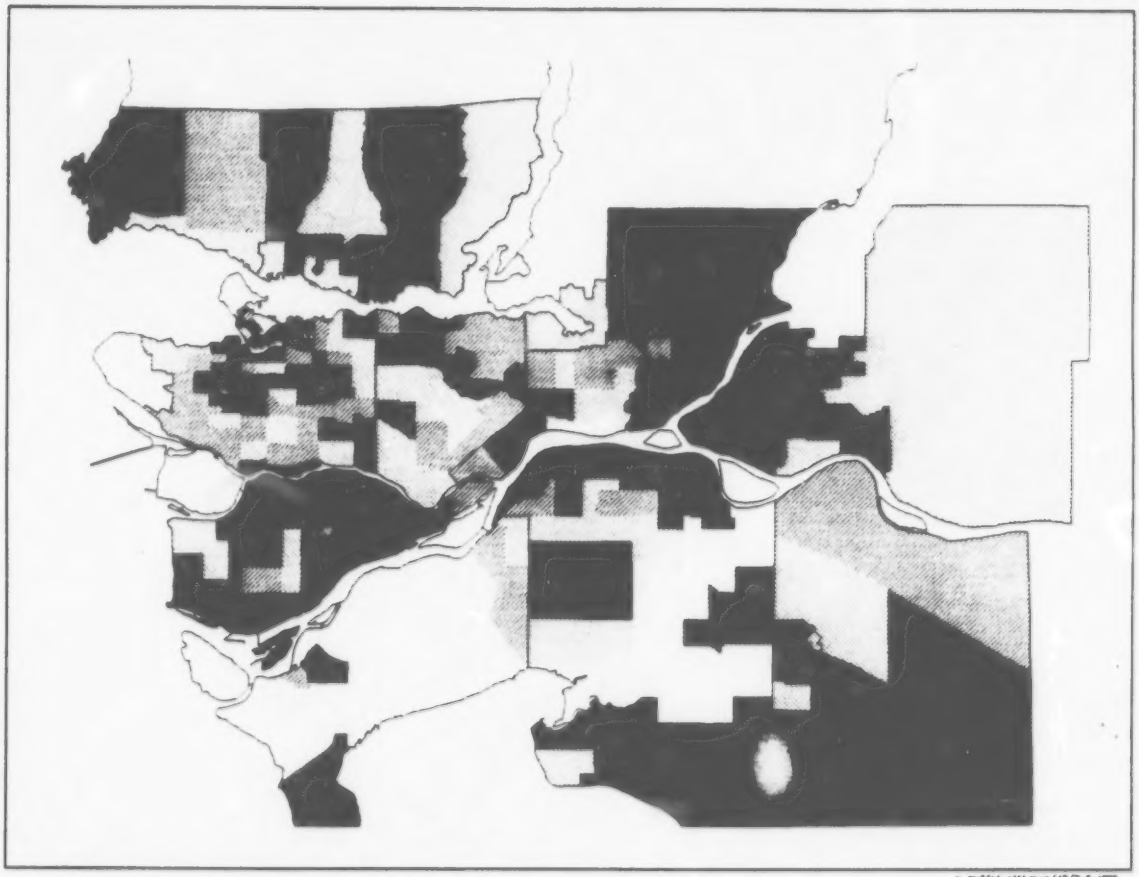
Quartile	Area Mean Score
first	2.000 - 2.857
second	2.858 - 3.143
third	3.144 - 3.375
fourth	3.376 - 4.400



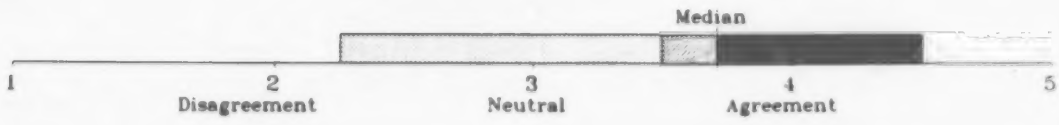
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 48

CHILDREN NEED TO GROW UP WHERE THERE IS LOTS OF OPEN SPACE.



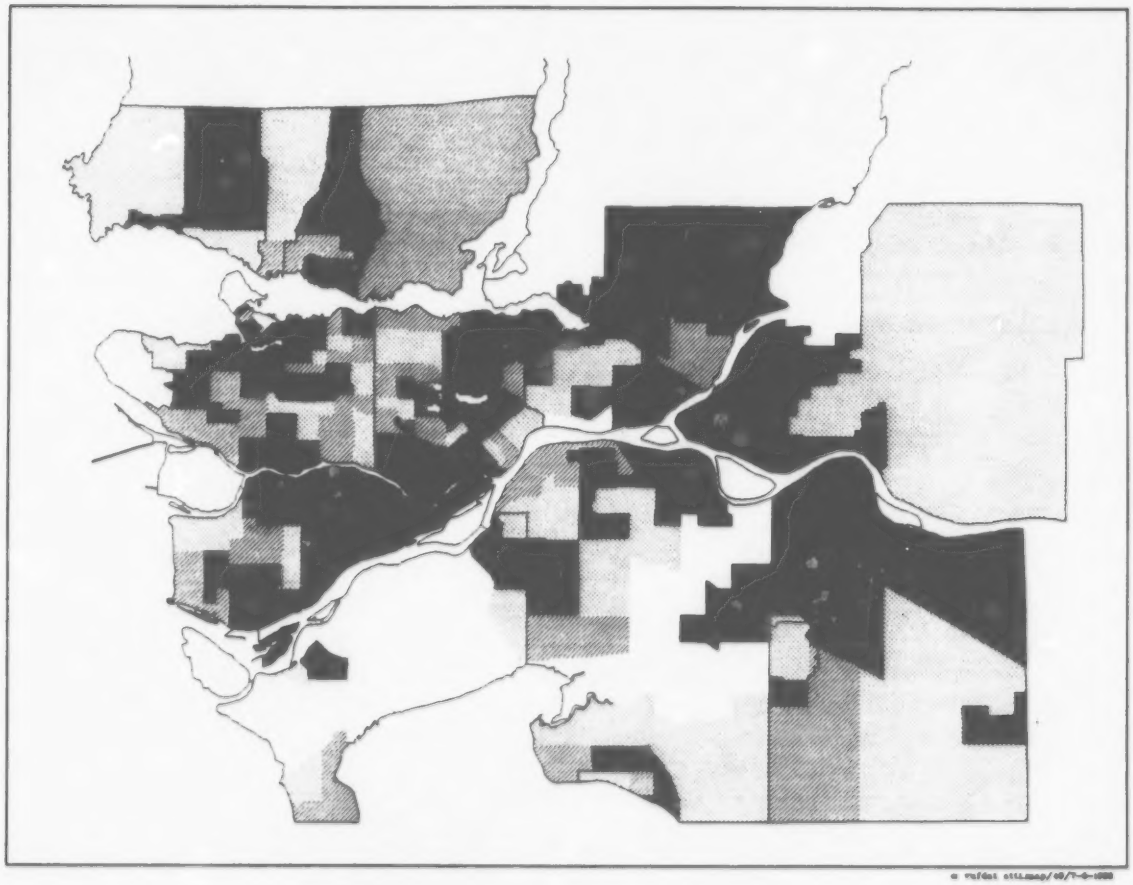
Quartile	Area Mean Score
first	2.250 - 3.500
second	3.501 - 3.714
third	3.715 - 4.000
fourth	4.001 - 4.500



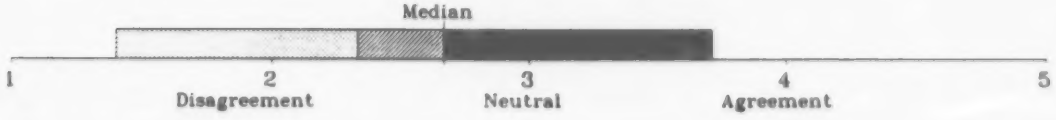
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 49

THE SUBURBS ARE A CULTURAL WILDERNESS.



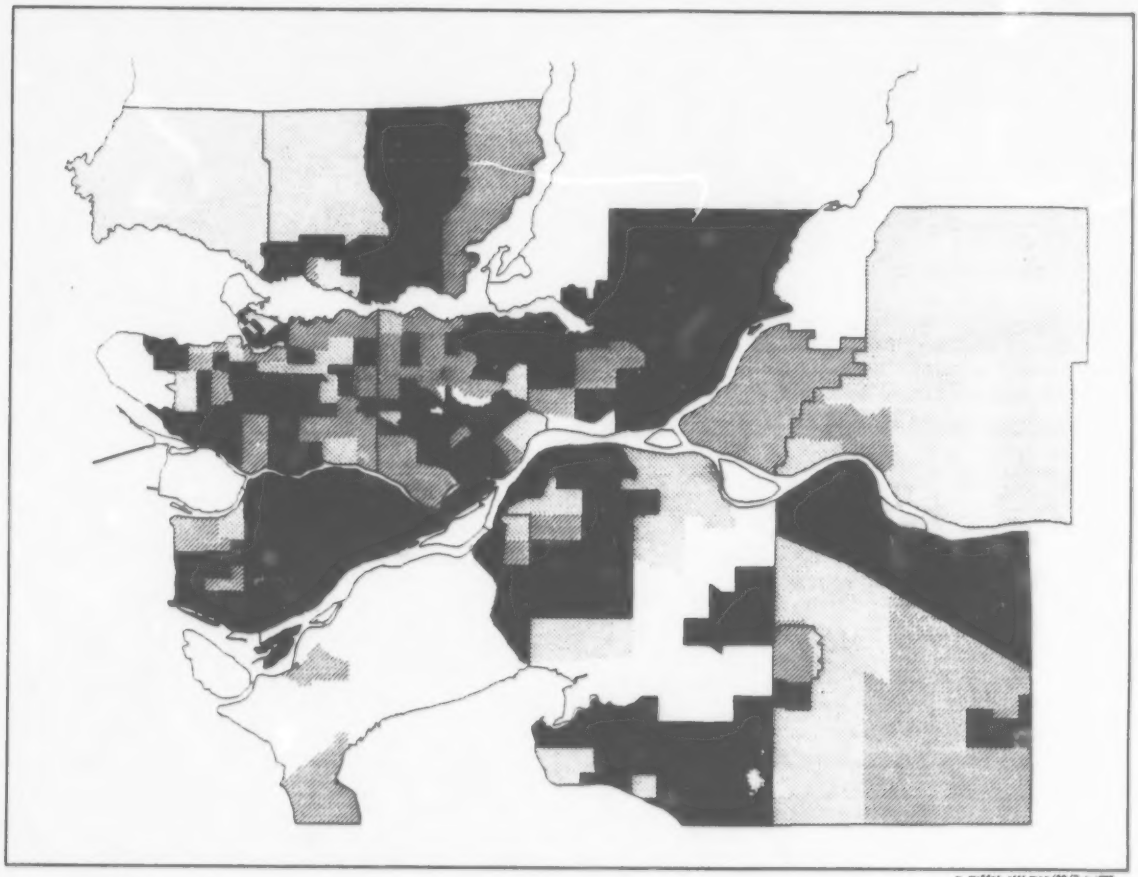
Quartile	Area Mean Score
first	1.400 - 2.333
second	2.334 - 2.667
third	2.668 - 3.000
fourth	3.001 - 3.710



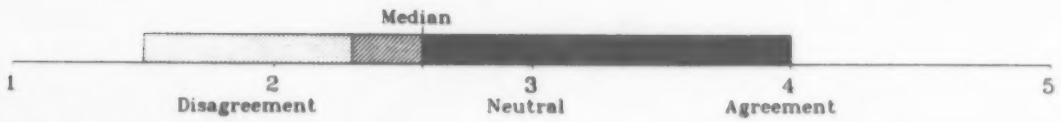
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 50

CONCENTRATING COMMERCIAL AND INDUSTRIAL DEVELOPMENT INTO CITIES IS THE ONLY WAY TO PRESERVE OPEN SPACE.



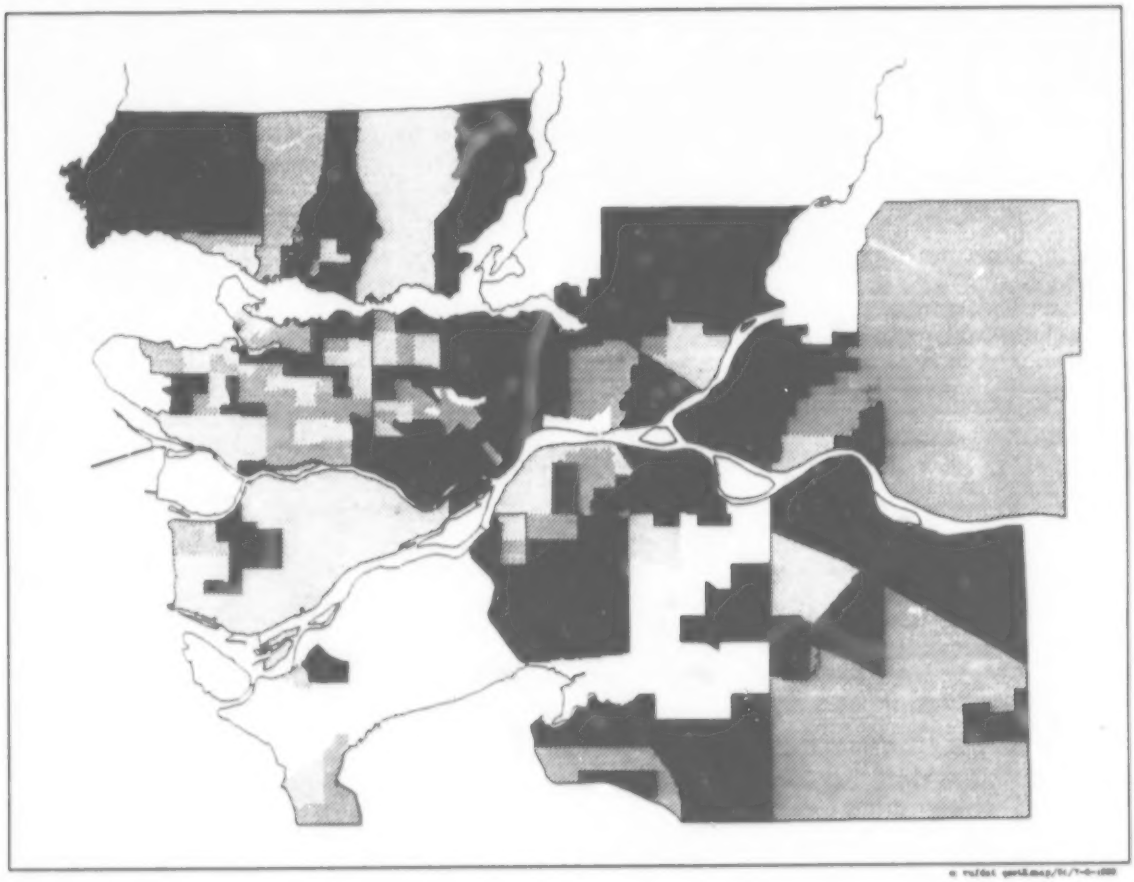
Quartile	Area Mean Score
first	1.500 – 2.300
second	2.301 – 2.571
third	2.572 – 2.833
fourth	2.834 – 4.000



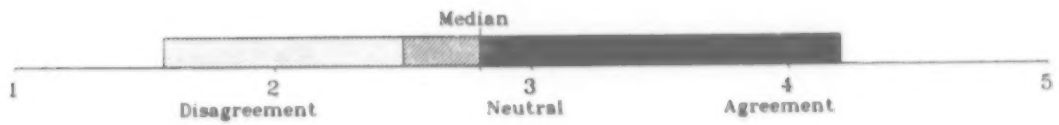
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 51

CITIES ARE VERY LONELY PLACES.



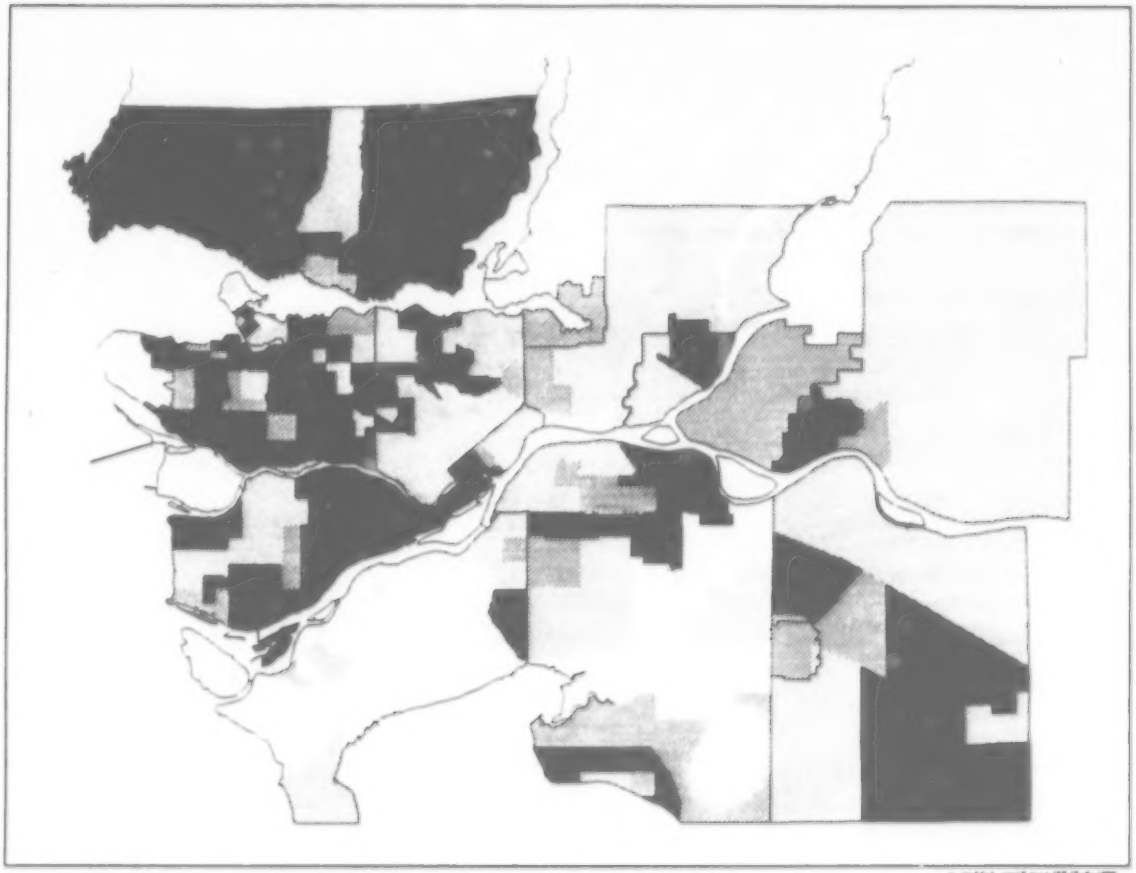
Quartile	Area Mean Score
first	1.570 – 2.500
second	2.501 – 2.800
third	2.801 – 3.000
fourth	3.001 – 4.200



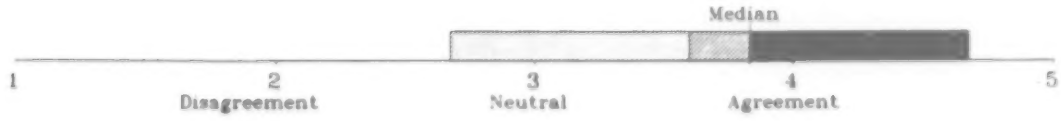
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 52

I LIKE THE VARIETY OF STIMULATION ONE FINDS IN A CITY



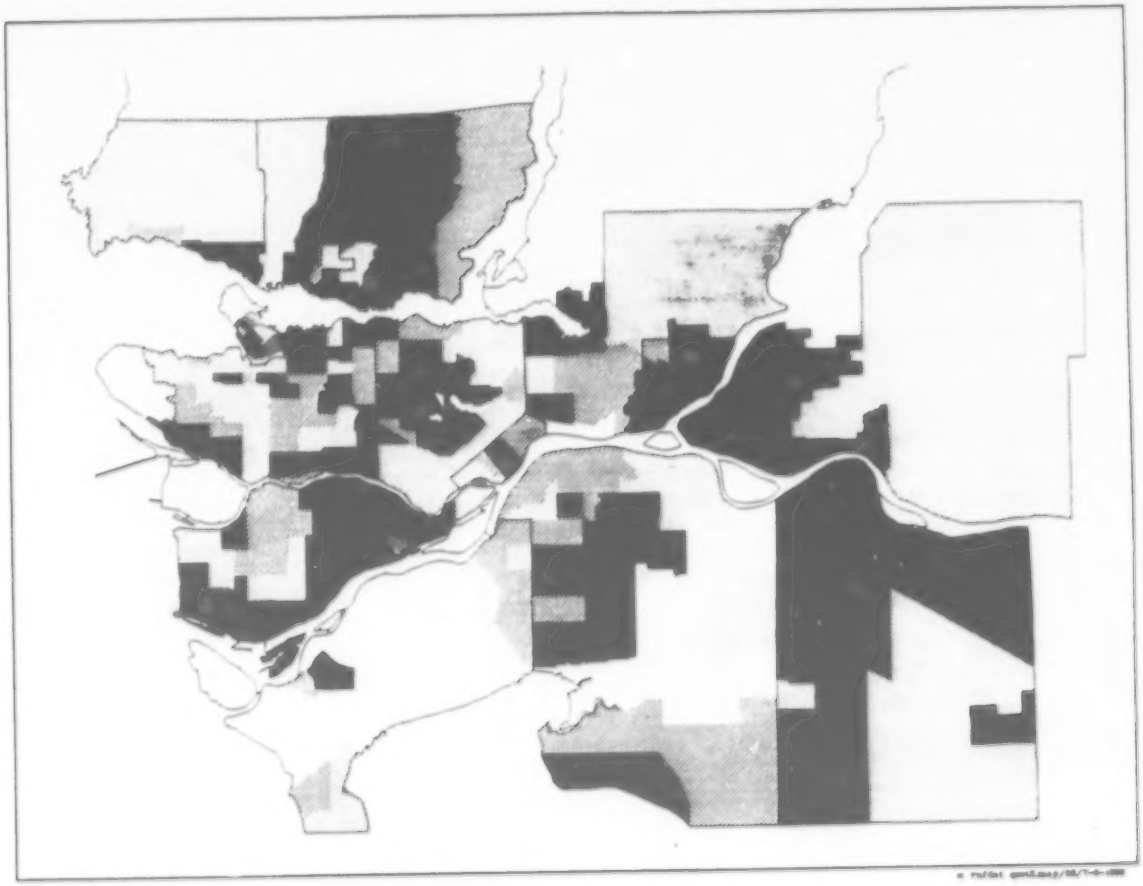
Quartile	Area Mean Score
first	2.670 - 3.600
second	3.601 - 3.833
third	3.834 - 4.000
fourth	4.001 - 4.870

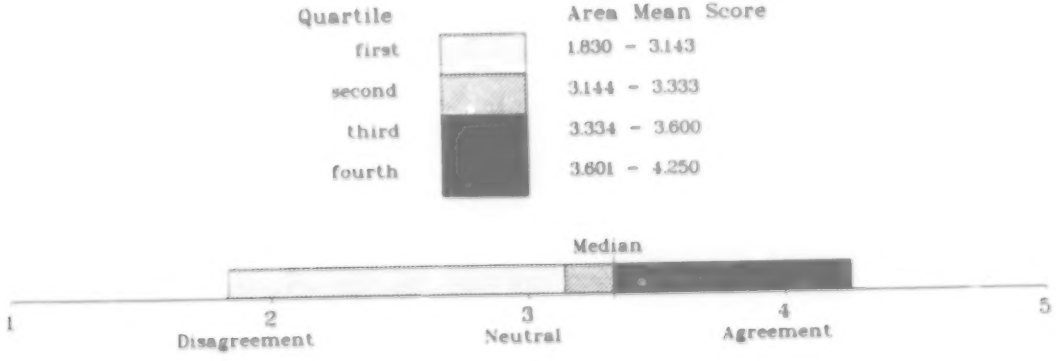


Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 53

WHAT A PERSON FEELS ABOUT SOMETHING IS A TRUER GUIDE TO HIS CHARACTER THAN WHAT HE THINKS ABOUT.

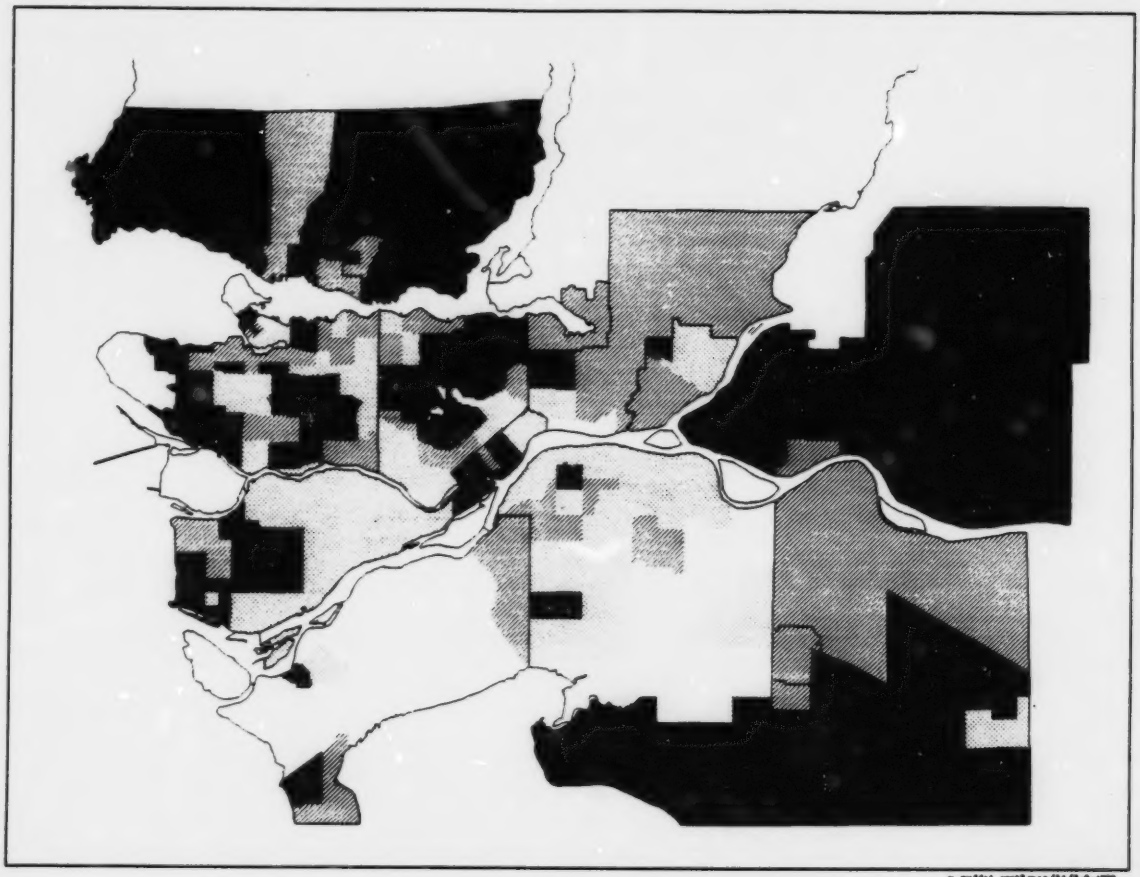




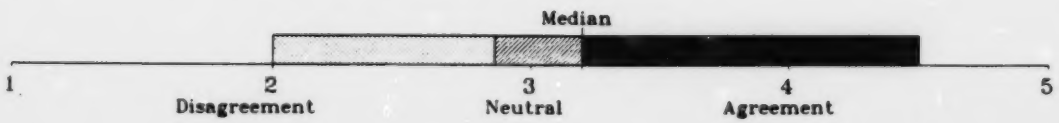
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 54

IN COMPARISON WITH OTHER PLACES IN B.C., MY COMMUNITY IS THE BEST PLACE TO LIVE.



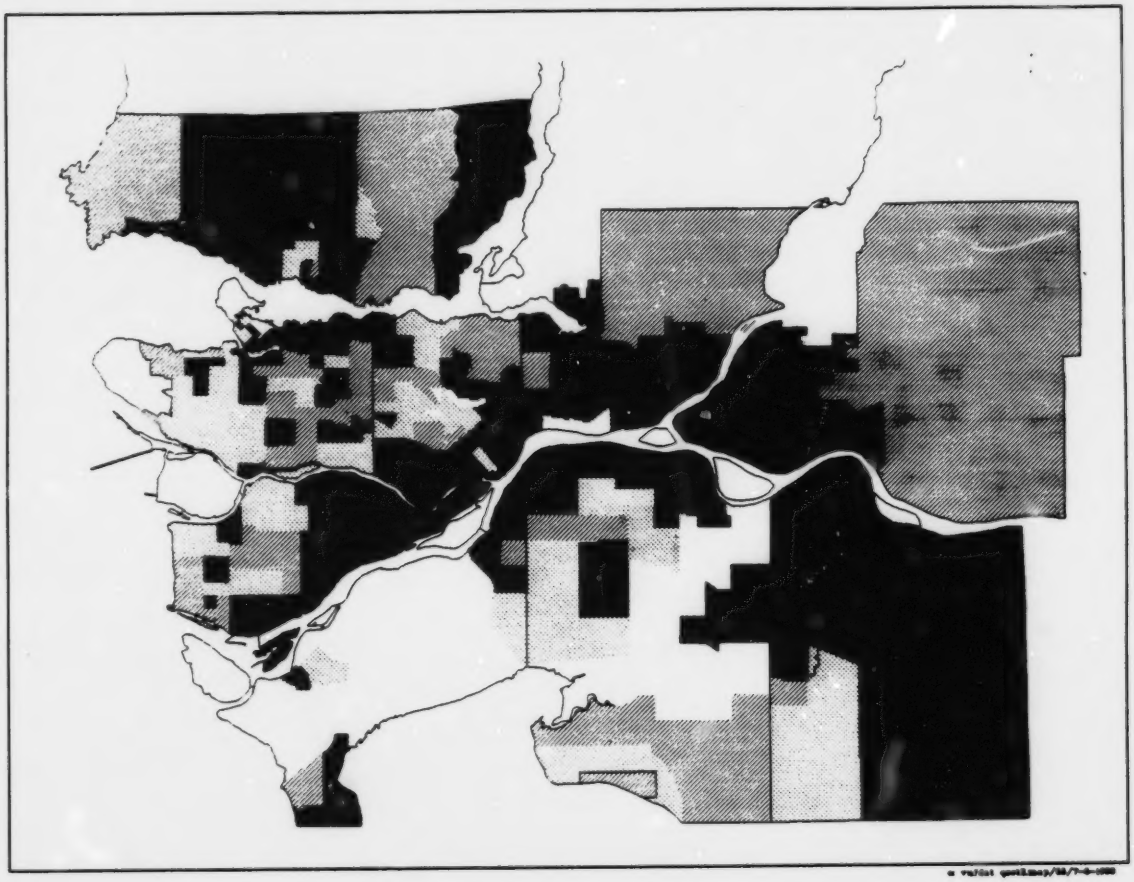
Quartile	Area Mean Score
first	2.000 - 2.857
second	2.858 - 3.200
third	3.201 - 3.500
fourth	3.501 - 4.500



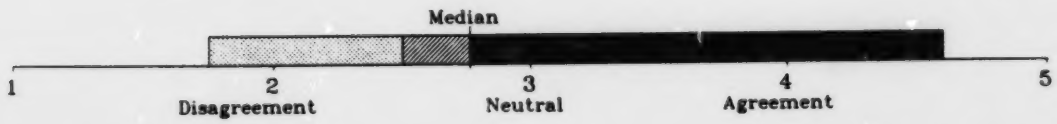
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 55

IF AIR AND WATER POLLUTION PROBLEMS GET ANY WORSE I WILL LEAVE THE LOWER MAINLAND.



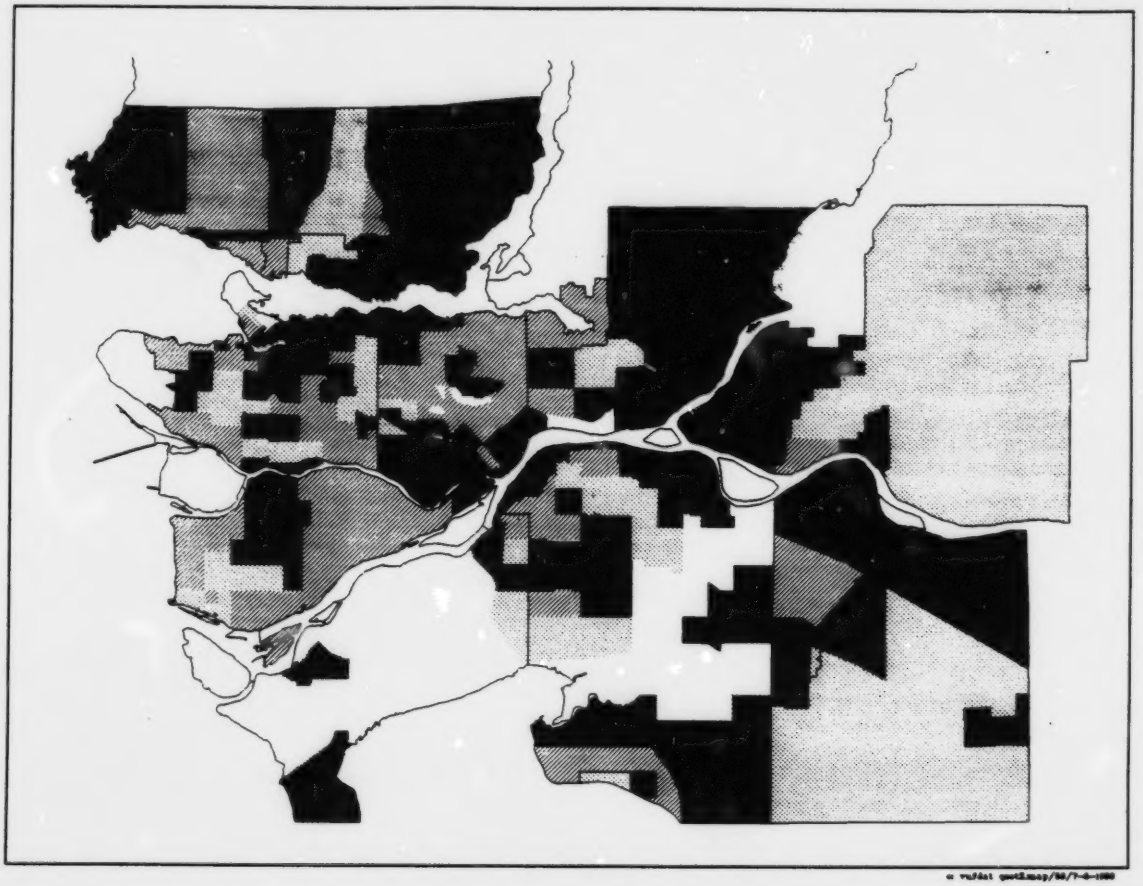
Quartile	Area Mean Score
first	1.750 - 2.500
second	2.501 - 2.765
third	2.766 - 3.000
fourth	3.001 - 4.600



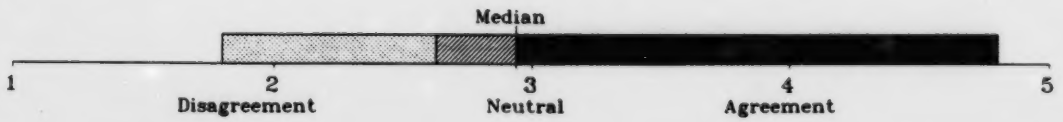
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 56

IF THE POPULATION OF METROPOLITAN VANCOUVER DOUBLED IN THE NEXT TEN YEARS I WOULD MOVE OUT.



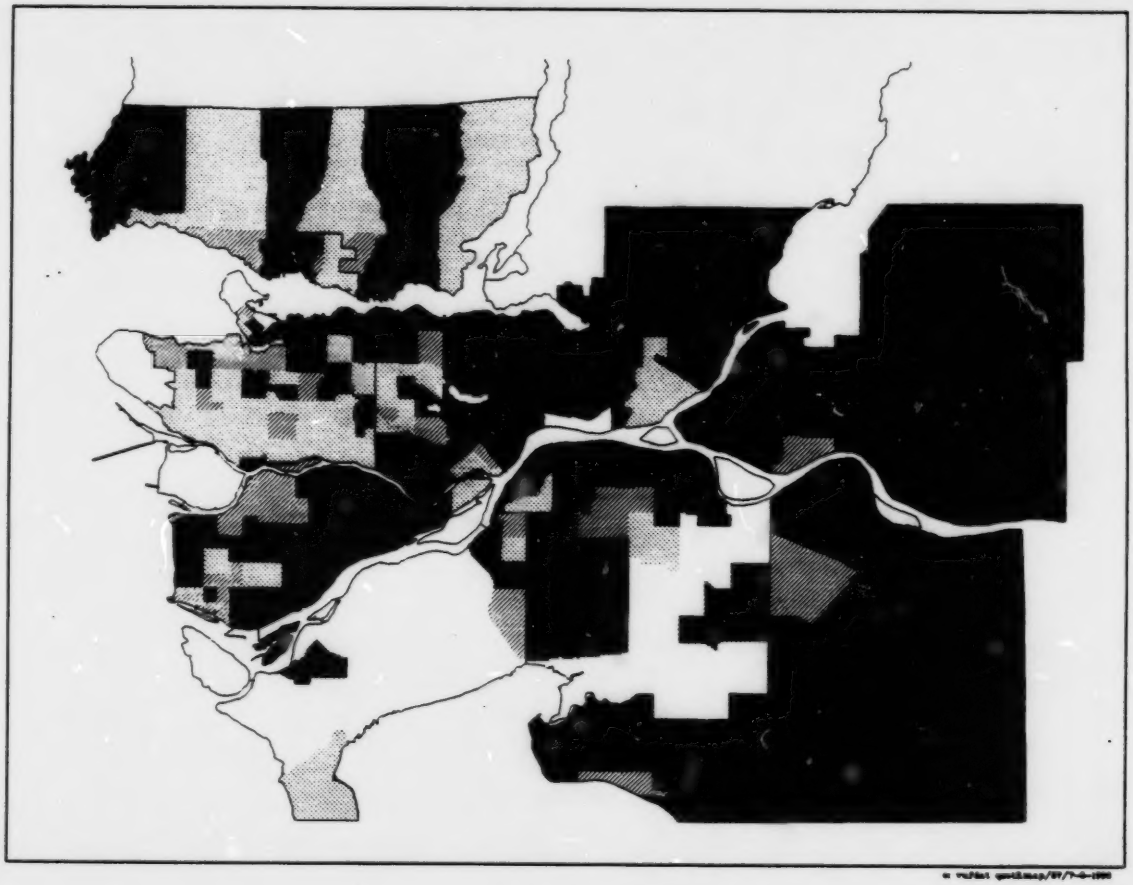
Quartile	Area Mean Score
first	1.800 - 2.625
second	2.626 - 2.938
third	2.939 - 3.143
fourth	3.144 - 4.800



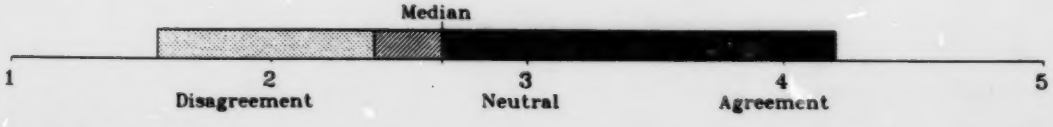
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 57

I WOULD NOT RAISE CHILDREN IN A CITY ENVIRONMENT.



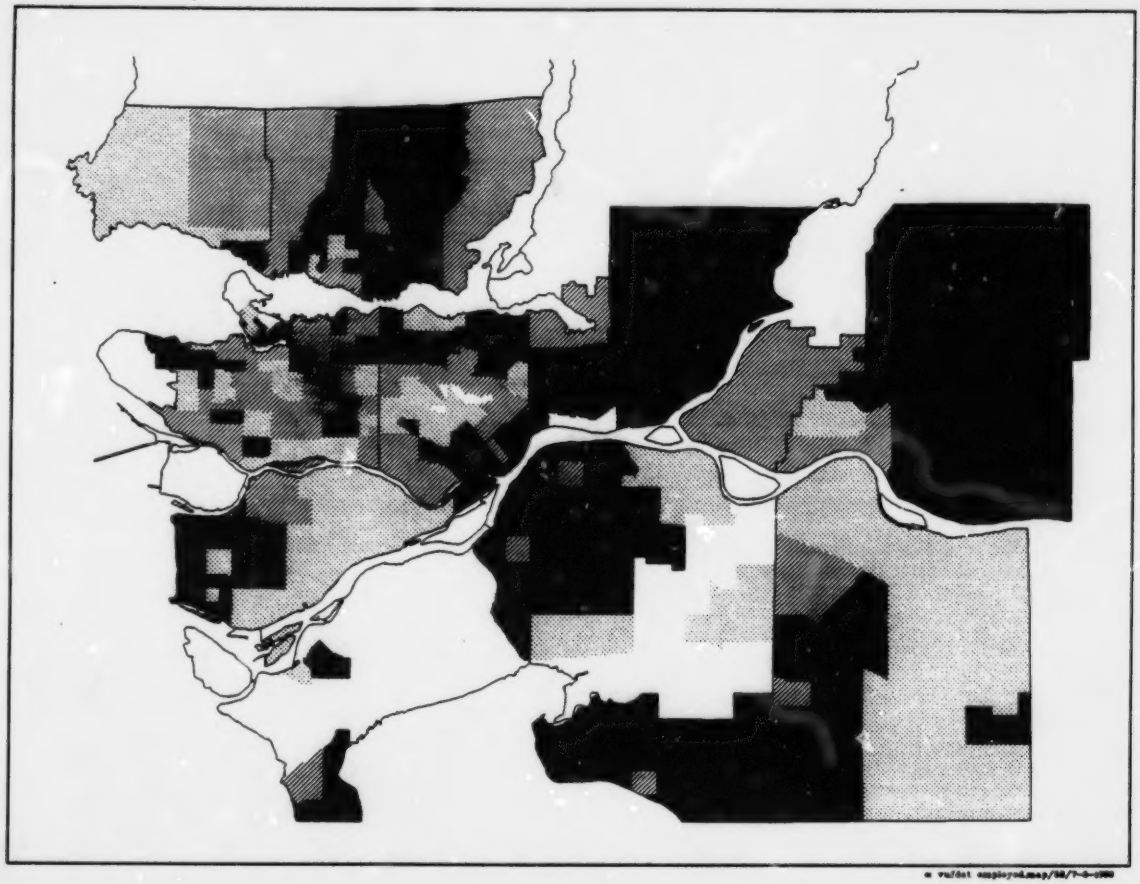
Quartile	Area Mean Score
first	1.560 – 2.400
second	2.401 – 2.667
third	2.668 – 3.000
fourth	3.001 – 4.200



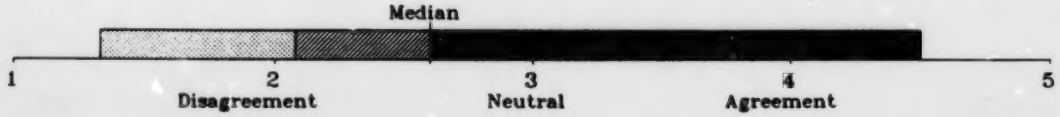
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 58

WHERE I WORK DOES NOT INFLUENCE WHERE I LIVE.



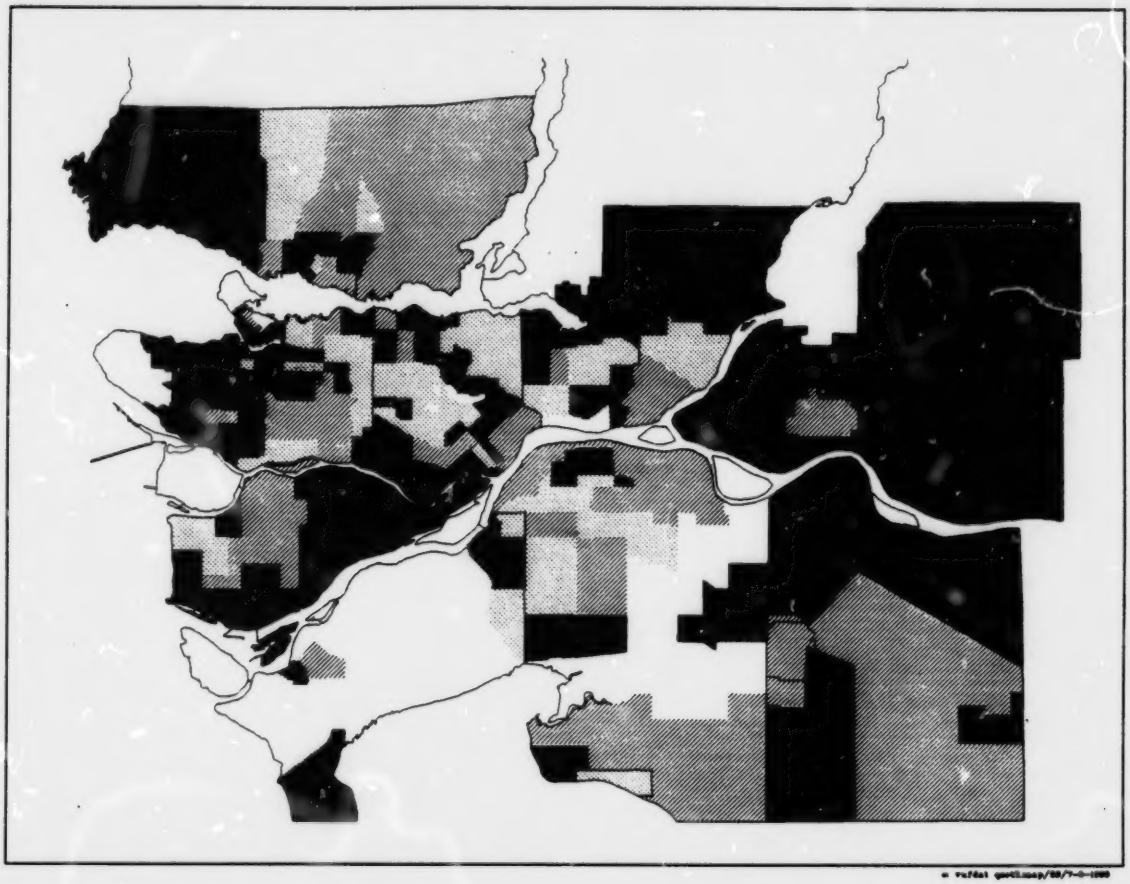
Quartile	Area Mean Score
first	1.330 – 2.077
second	2.078 – 2.600
third	2.601 – 3.000
fourth	3.001 – 4.500



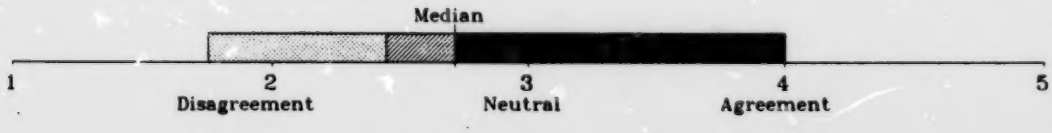
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 59

POLLUTION FROM AUTOMOBILES SHOULD BE REDUCED BY INCREASING FEES, TOLLS OR TAXES.



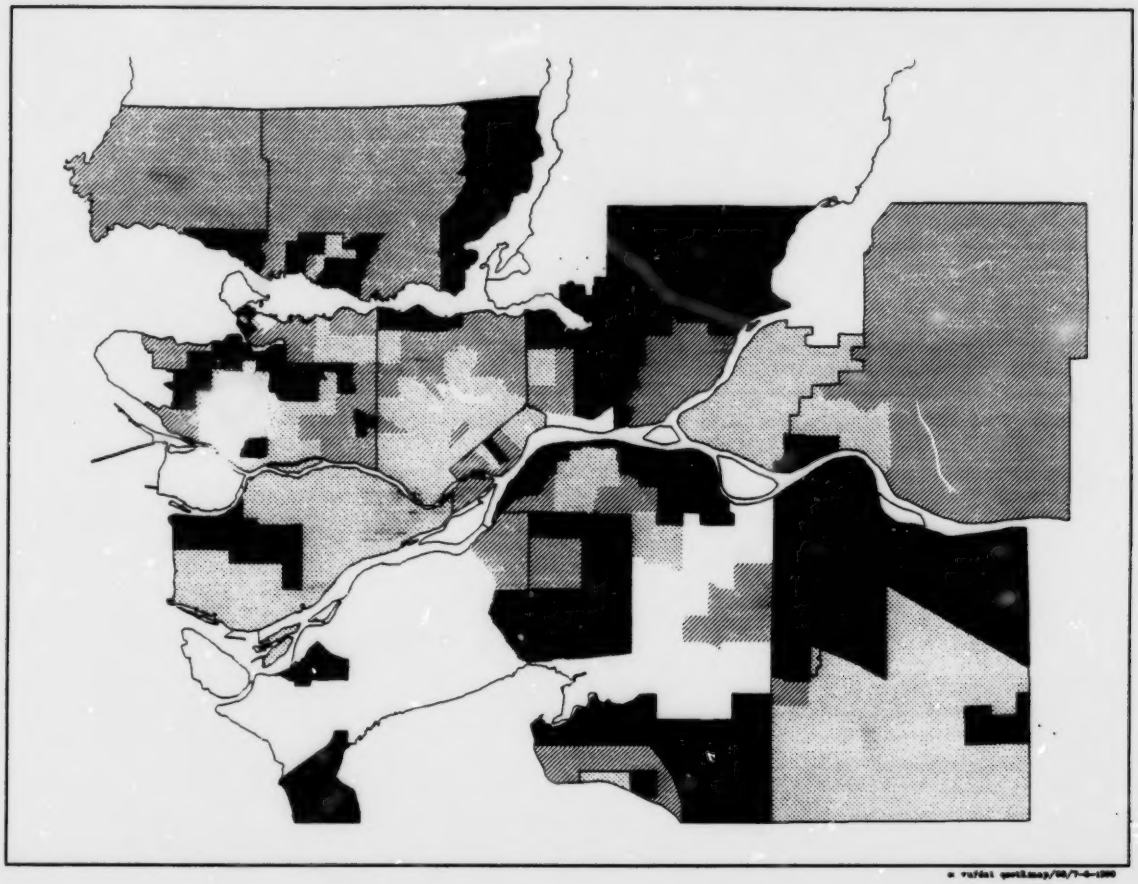
Quartile	Area Mean Score
first	1.750 - 2.444
second	2.445 - 2.714
third	2.715 - 3.125
fourth	3.126 - 4.000



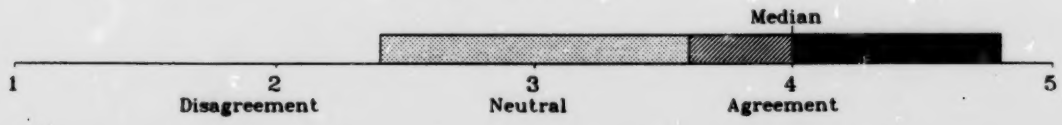
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 60

CARS WITH MULTIPLE OCCUPANTS SHOULD BE REWARDED DURING PEAK COMMUTING TIMES.



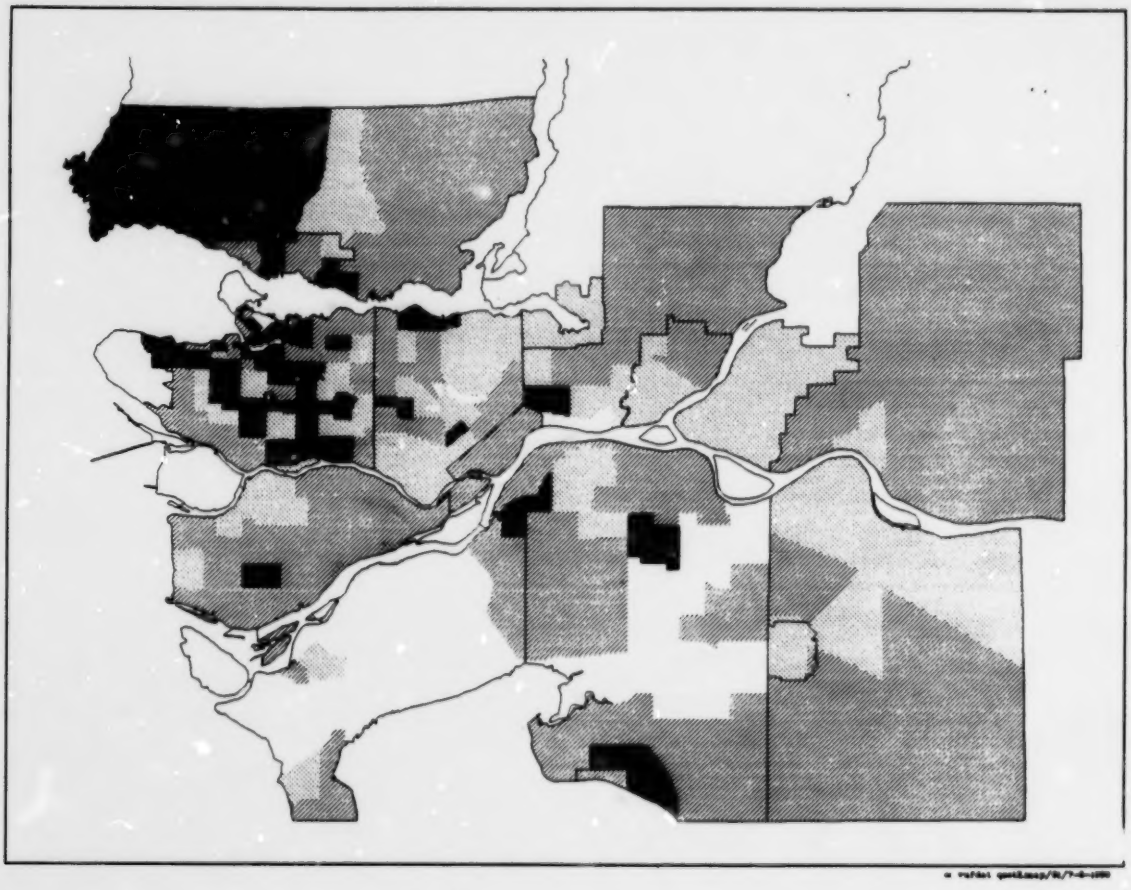
Quartile	Area Mean Score
first	2.400 – 3.600
second	3.601 – 4.000
third	4.001 – 4.167
fourth	4.168 – 4.800



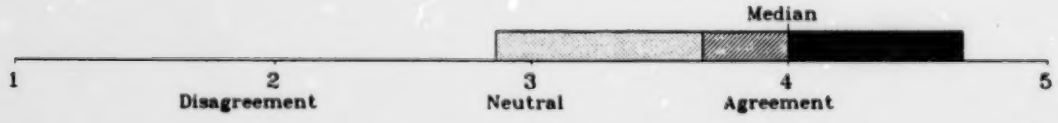
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 61

WE SHOULD ENCOURAGE DIVERSITY OF LIFE-STYLES IN THE CITY.



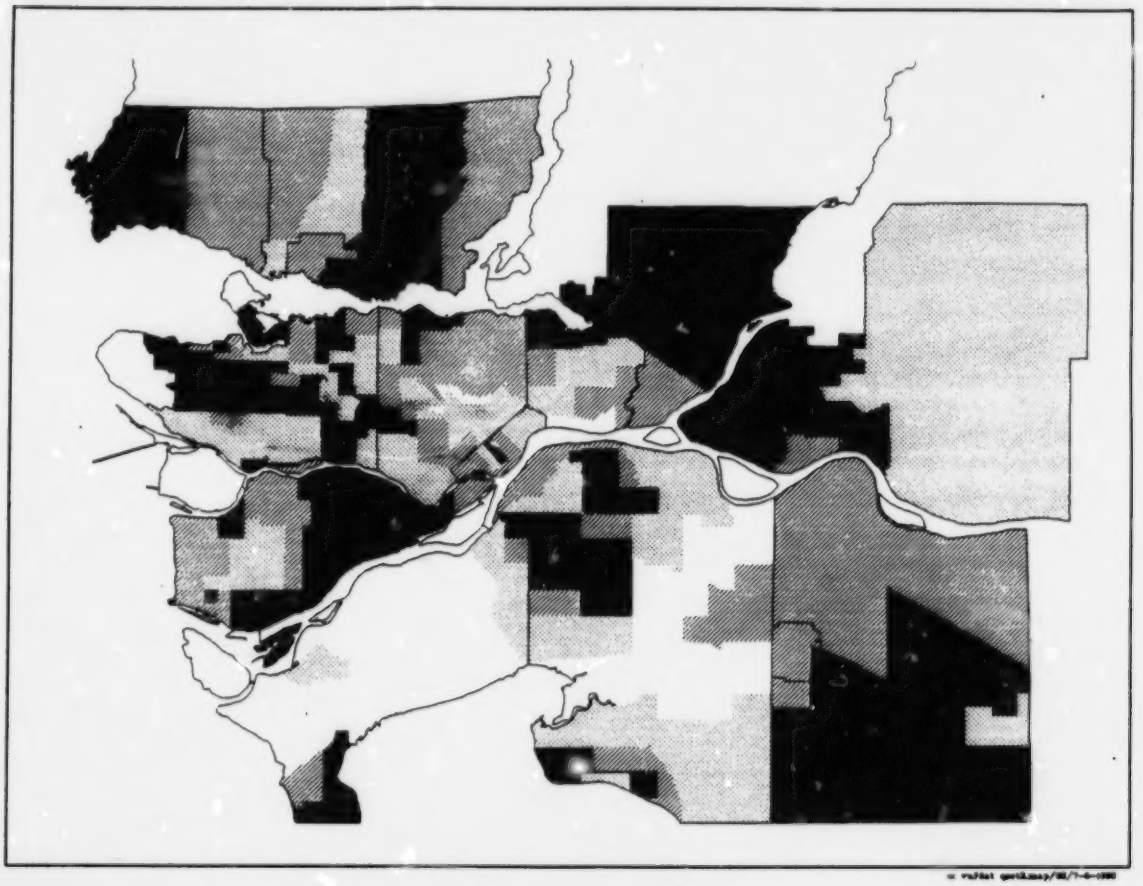
Quartile	Area Mean Score
first	2.860 - 3.667
second	3.668 - 4.000
third	4.001 - 4.111
fourth	4.112 - 4.670



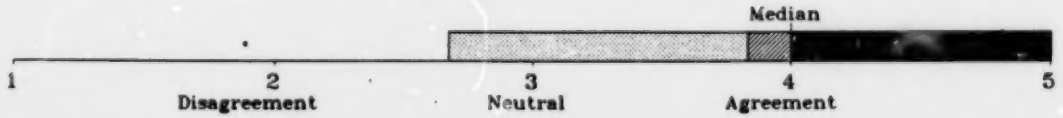
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 62

BICYCLE USE WOULD INCREASE IF DESIGNATED ROUTES WERE ESTABLISHED.



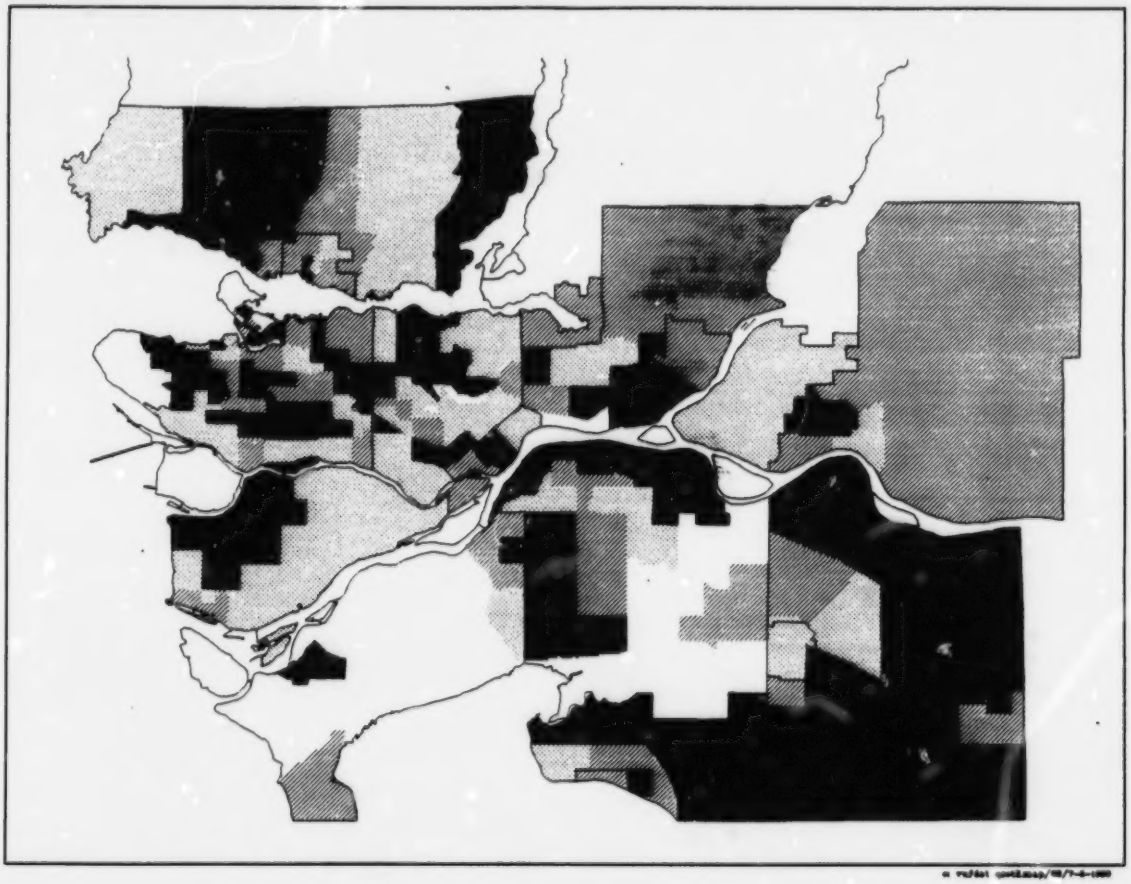
Quartile	Area Mean Score
first	2.670 - 3.833
second	3.834 - 4.000
third	4.001 - 4.250
fourth	4.251 - 5.000



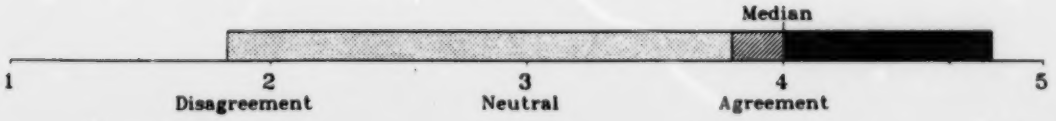
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 63

ONLY WHEN PUBLIC OPINION IS LOUD ENOUGH WILL THE GOVERNMENT ACT.



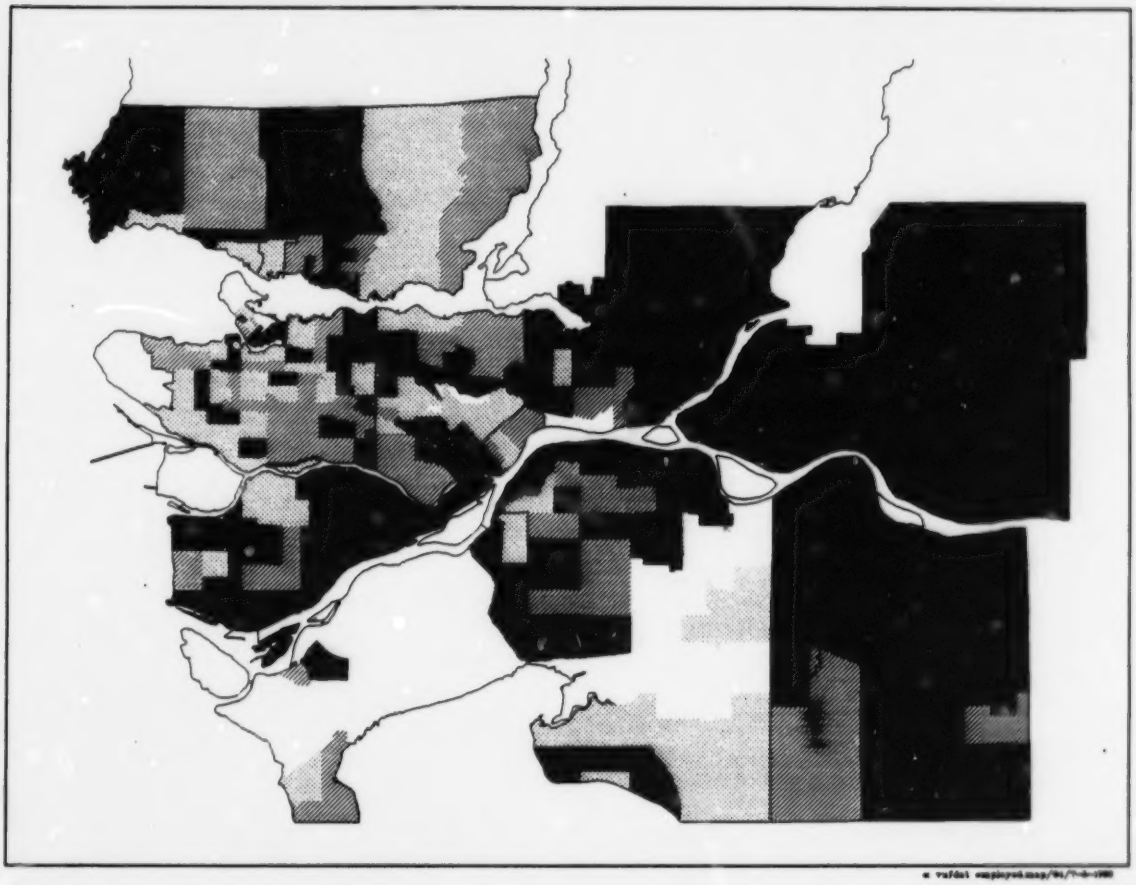
Quartile	Area Mean Score
first	1.830 - 3.800
second	3.801 - 4.000
third	4.001 - 4.286
fourth	4.287 - 4.800



Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 64

IT NOW TAKES ME LONGER TO TRAVEL TO WORK THAN IT DID A YEAR AGO.

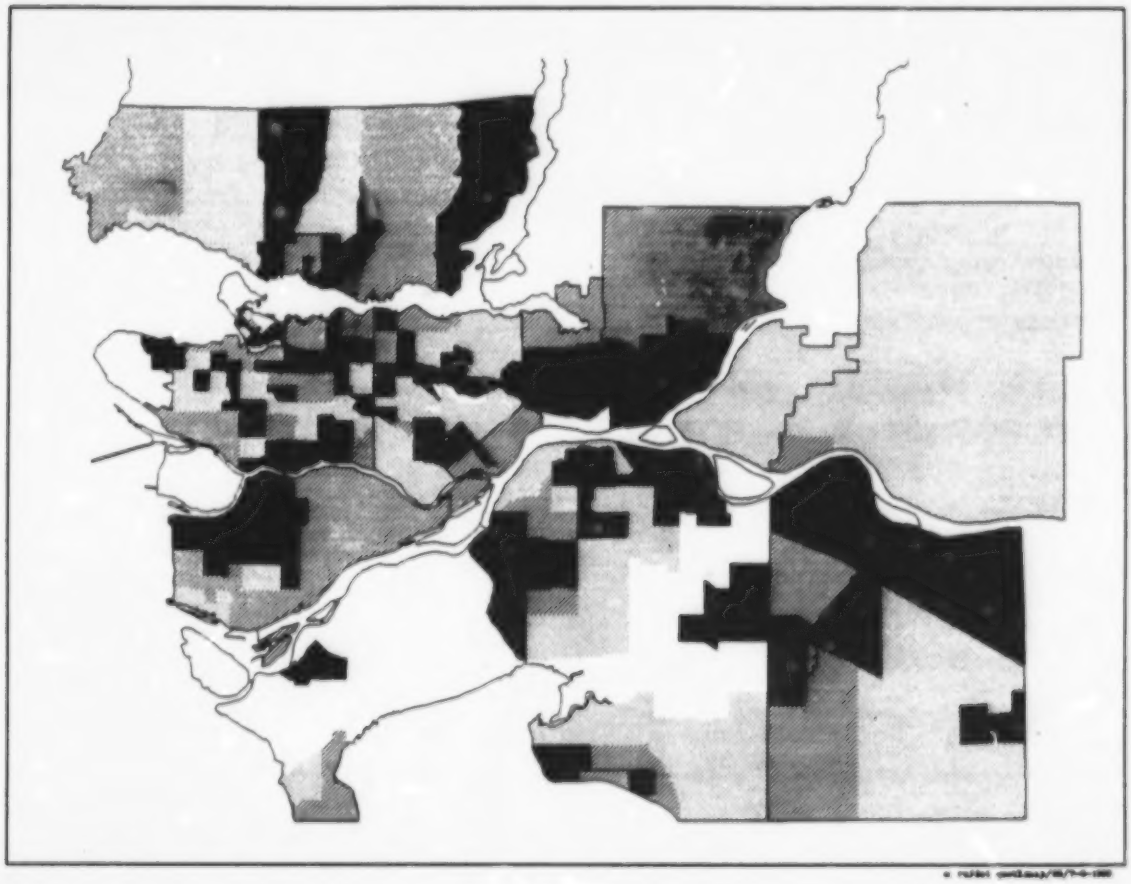


Quartile	Area Mean Score
first	1.330 – 2.500
second	2.501 – 3.000
third	3.001 – 3.500
fourth	3.501 – 4.670

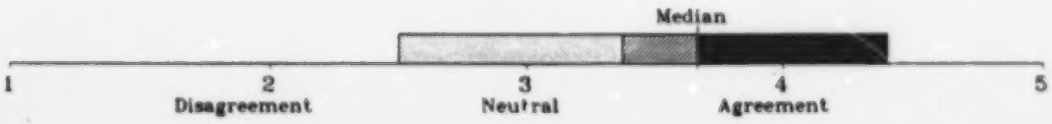
Note: Respondents answered this question using a five point Likert scale:
1 – Strongly Disagree 2 – Disagree 3 – Neutral 4 – Agree 5 – Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 65

I EXPECT THE LOWER MAINLAND TO GET WORSE IN THE NEXT TEN YEARS.



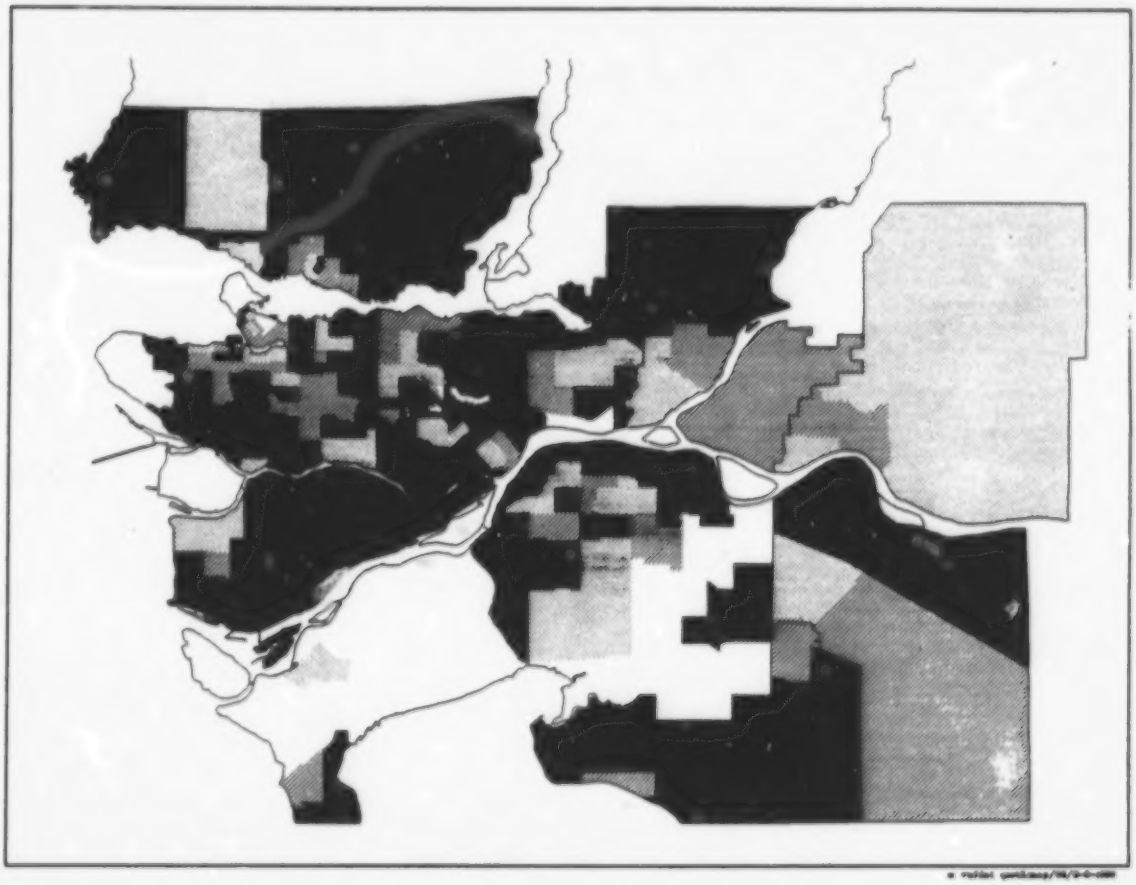
Quartile	Area Mean Score
first	2.500 - 3.375
second	3.376 - 3.667
third	3.668 - 3.875
fourth	3.876 - 4.400



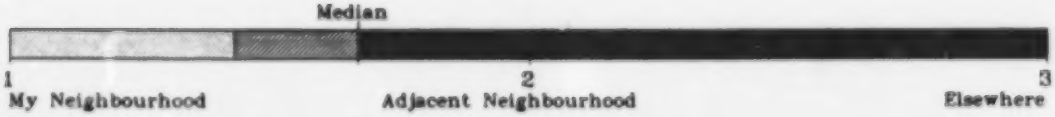
Note: Respondents answered this question using a five point Likert scale:
1 - Strongly Disagree 2 - Disagree 3 - Neutral 4 - Agree 5 - Strongly Agree
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 66

WHERE WOULD YOU PREFER LOW INCOME HOUSING TO BE LOCATED?



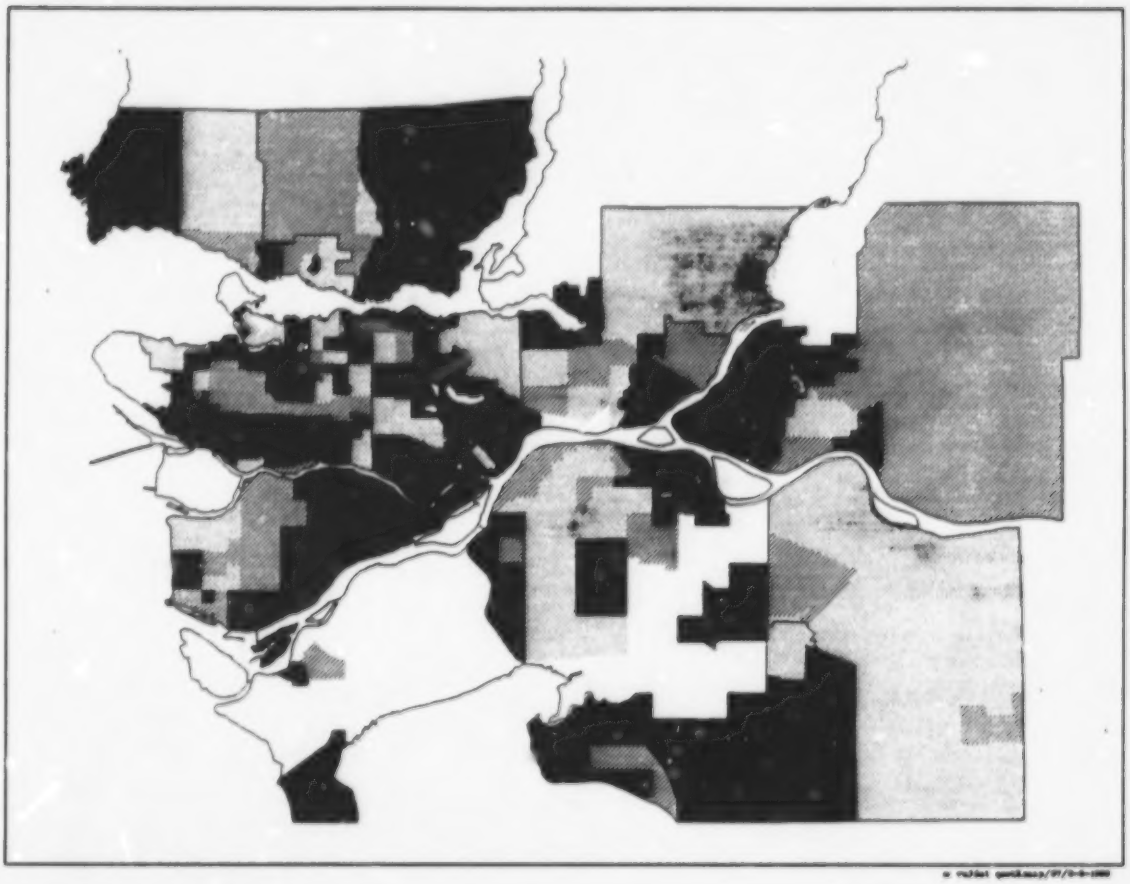
Quartile	Area Mean Score
first	1.000 - 1.429
second	1.430 - 1.667
third	1.668 - 2.000
fourth	2.001 - 3.000



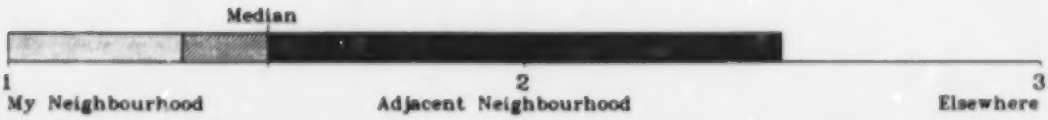
Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 67

WHERE WOULD YOU PREFER RAPID TRANSIT FACILITIES TO BE LOCATED?



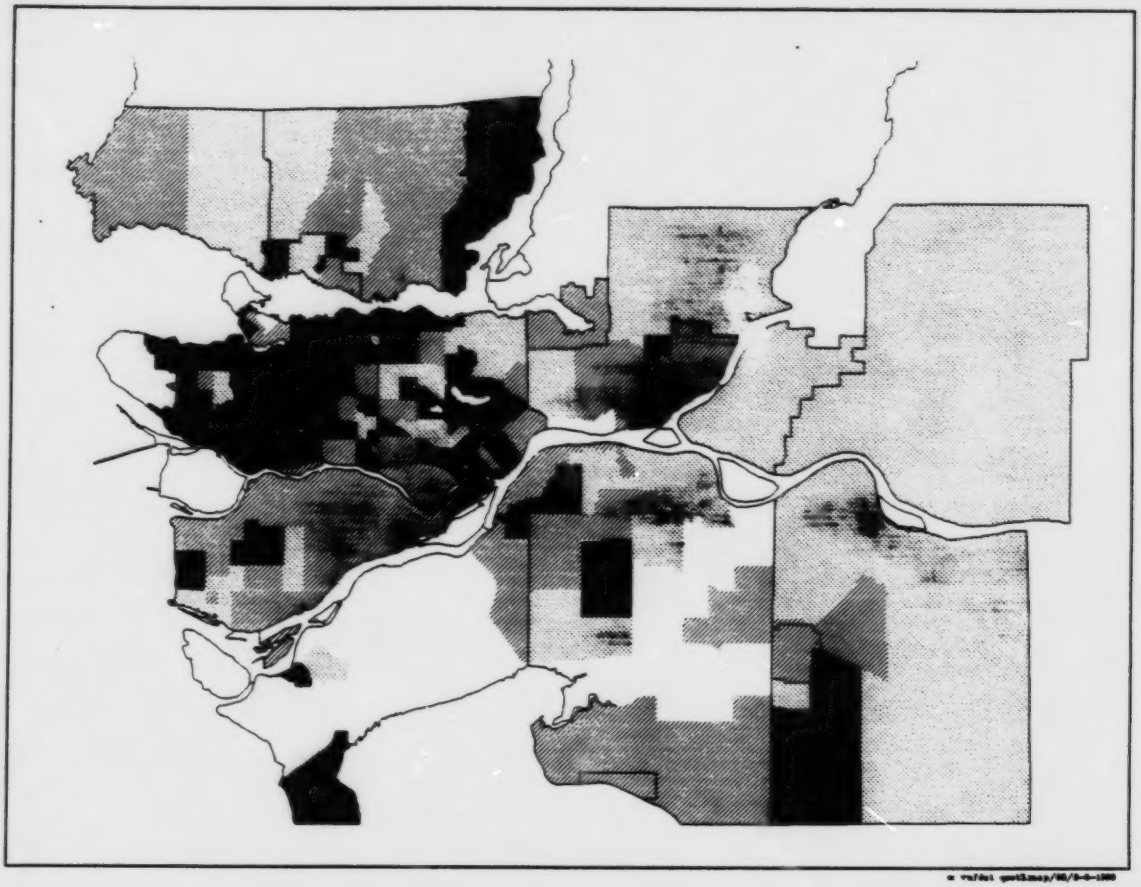
Quartile	Area Mean Score
first	1.000 - 1.333
second	1.334 - 1.500
third	1.501 - 1.750
fourth	1.751 - 2.500



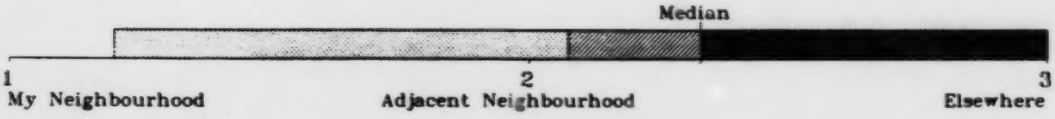
Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 68

WHERE WOULD YOU PREFER FREEWAYS TO BE LOCATED?



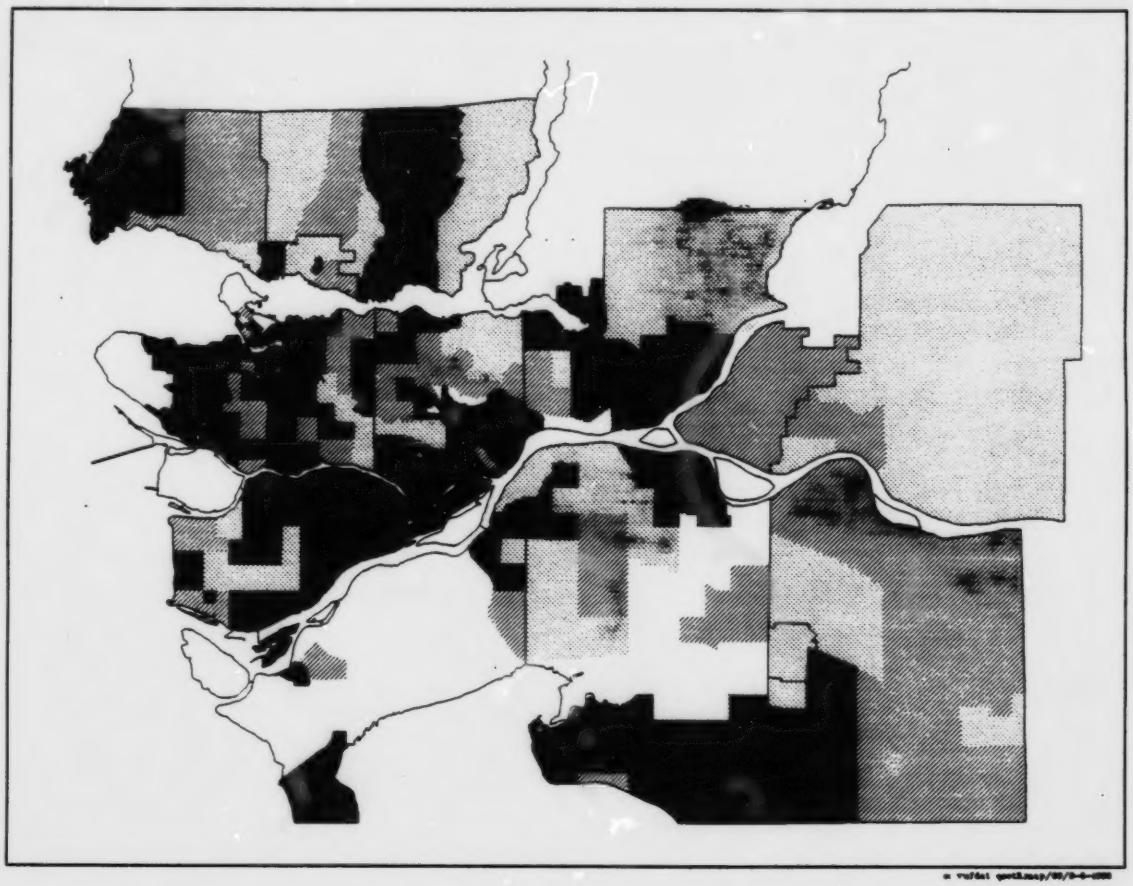
Quartile	Area Mean Score
first	1.200 - 2.077
second	2.078 - 2.333
third	2.334 - 2.600
fourth	2.601 - 3.000



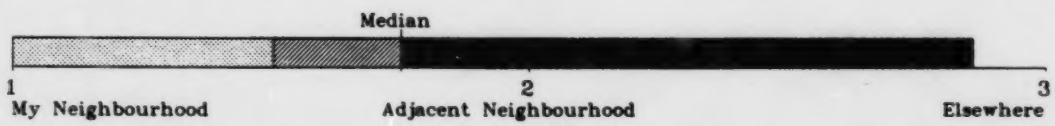
Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 69

WHERE WOULD YOU PREFER REGIONAL SHOPPING CENTRE FACILITIES TO BE LOCATED?



Quartile	Area Mean Score
first	1.000 - 1.500
second	1.501 - 1.750
third	1.751 - 2.000
fourth	2.001 - 2.860

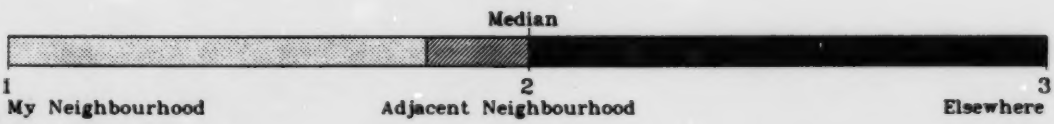


Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 70

WHERE WOULD YOU PREFER HIGH RISES TO BE LOCATED?

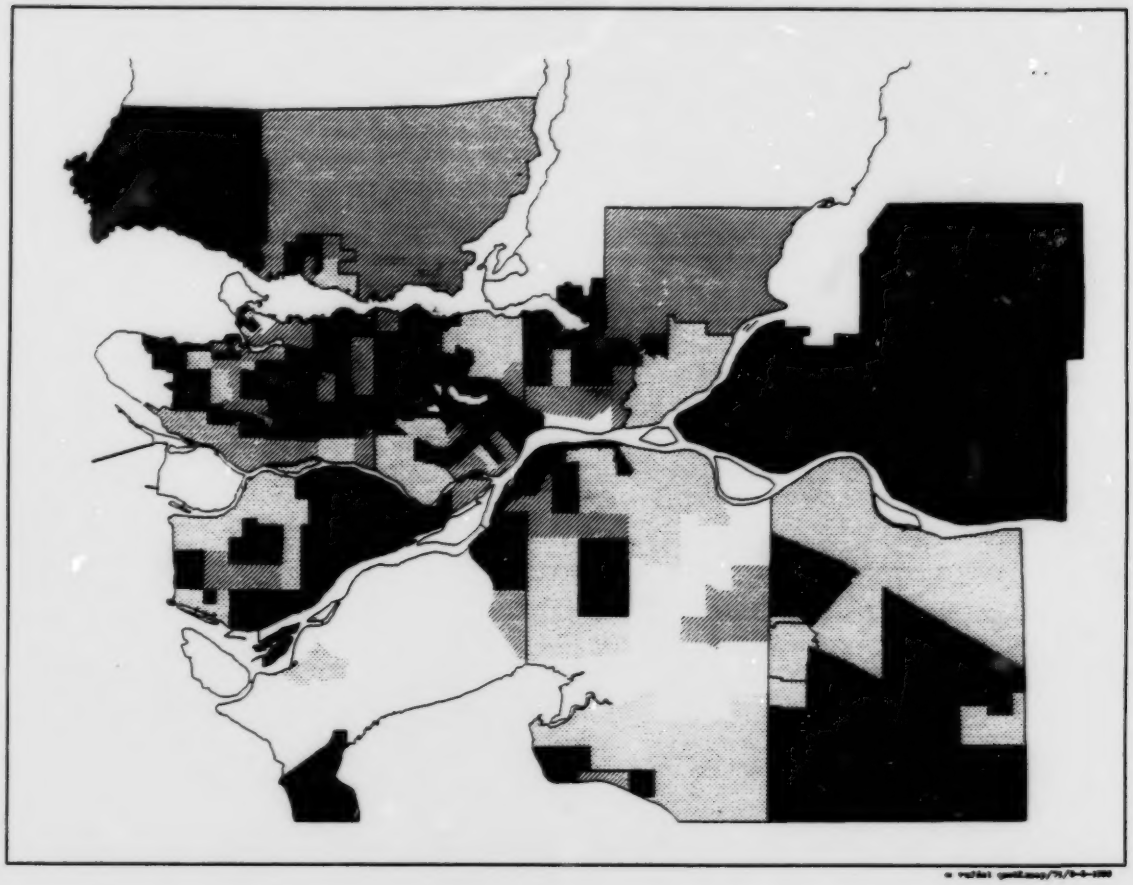
Quartile	Area Mean Score
first	1.000 – 1.800
second	1.801 – 2.000
third	2.001 – 2.250
fourth	2.251 – 3.000



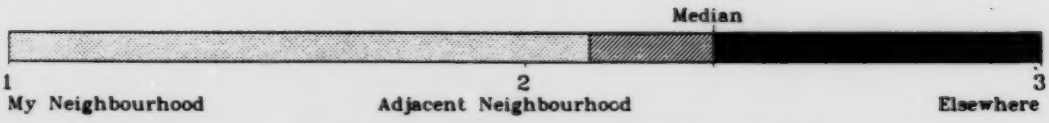
Note: Respondents answered this question using a three point scale:
1 – My Neighbourhood 2 – Adjacent Neighbourhood 3 – Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 71

WHERE WOULD YOU PREFER LIGHT INDUSTRY TO BE LOCATED?



Quartile	Area Mean Score
first	1.000 - 2.125
second	2.126 - 2.368
third	2.369 - 2.600
fourth	2.601 - 3.000

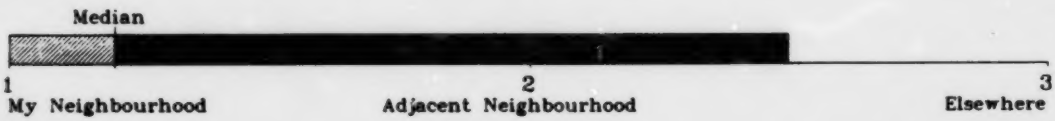


Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 72

WHERE WOULD YOU PREFER AFFORDABLE HOUSING TO BE LOCATED?

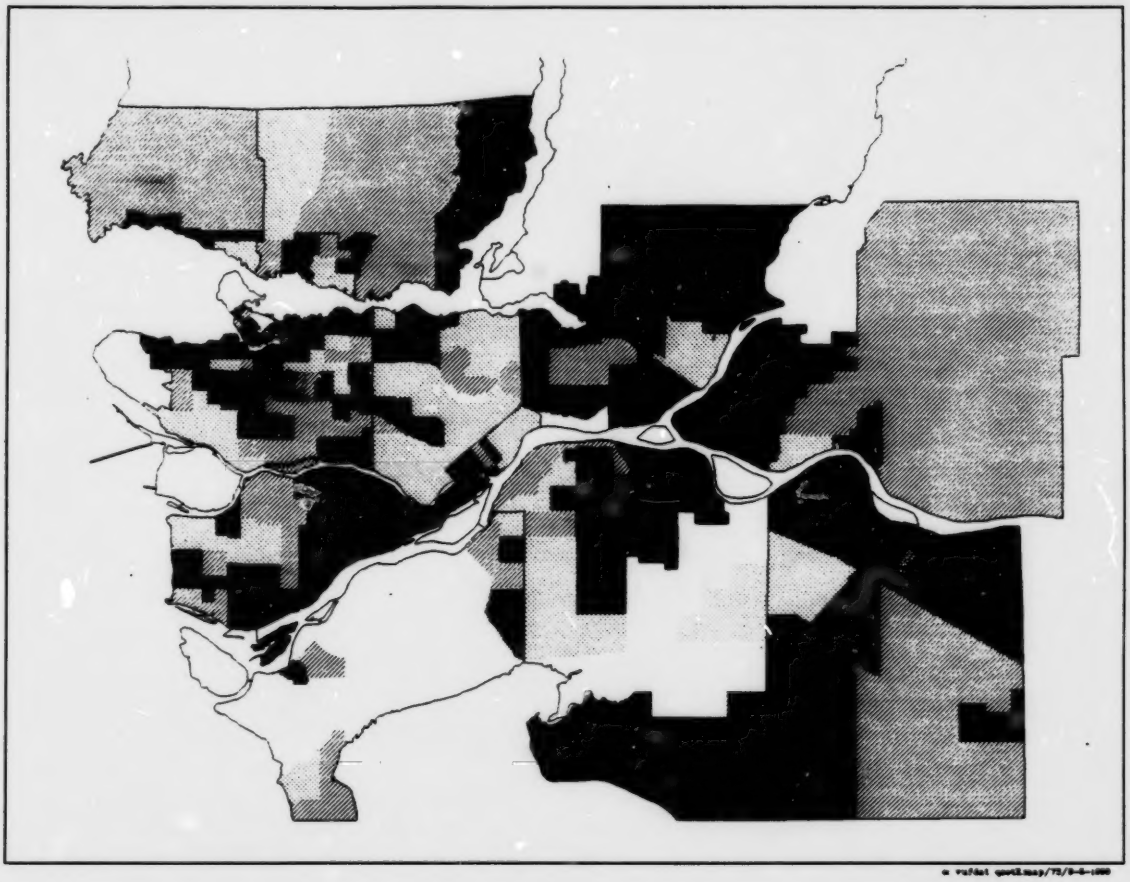
Quartile	Area Mean Score
first	1.000 - 1.000
second	1.001 - 1.200
third	1.201 - 1.429
fourth	1.430 - 2.500



Note: Respondents answered this question using a three point scale:
1 - My Neighbourhood 2 - Adjacent Neighbourhood 3 - Elsewhere
Area mean scores are averages of these responses.
Darker shading signifies greater distance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 73

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD CLEANING UP AIR POLLUTION.



Quartile	Area Mean Score
first	1.000 - 1.077
second	1.078 - 1.200
third	1.201 - 1.333
fourth	1.334 - 1.860

Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 74

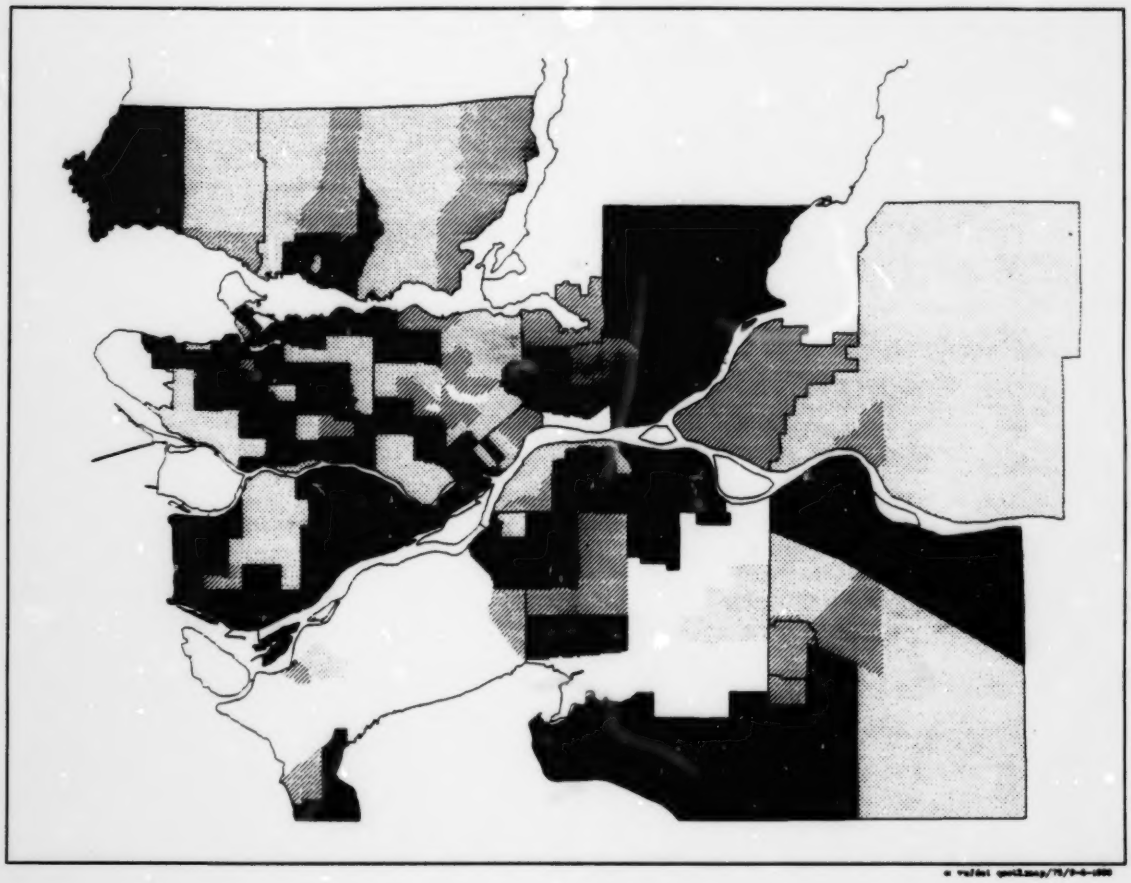
I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD CLEANING UP WATER POLLUTION.

Quartile	Area Mean Score
first	1.000 – 1.000
second	1.001 – 1.200
third	1.201 – 1.333
fourth	1.334 – 1.830

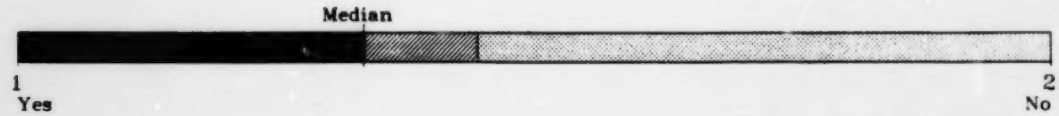
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 – Yes 2 – No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 75

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD CONSERVING EXISTING OPEN SPACE.



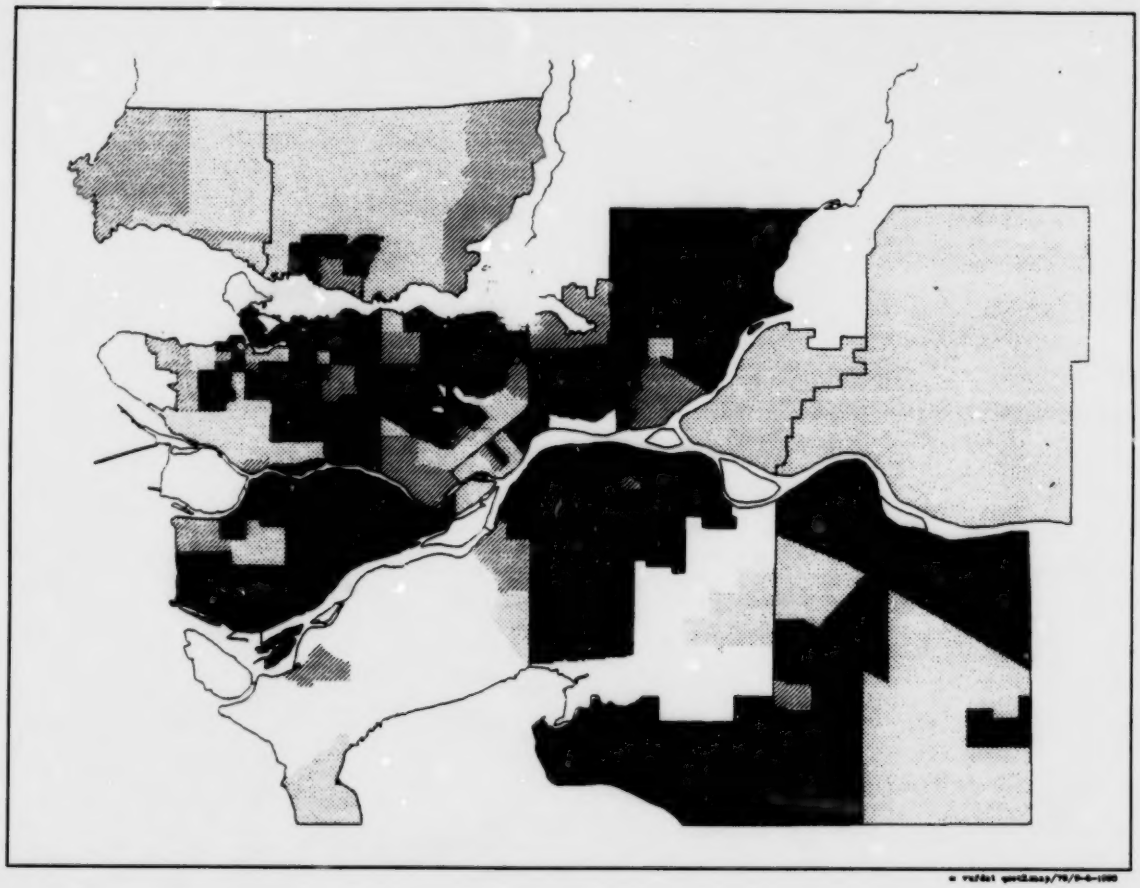
Quartile	Area Mean Score
first	1.000 - 1.200
second	1.201 - 1.333
third	1.334 - 1.444
fourth	1.445 - 2.000



Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 76

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD MORE RECREATIONAL FACILITIES.

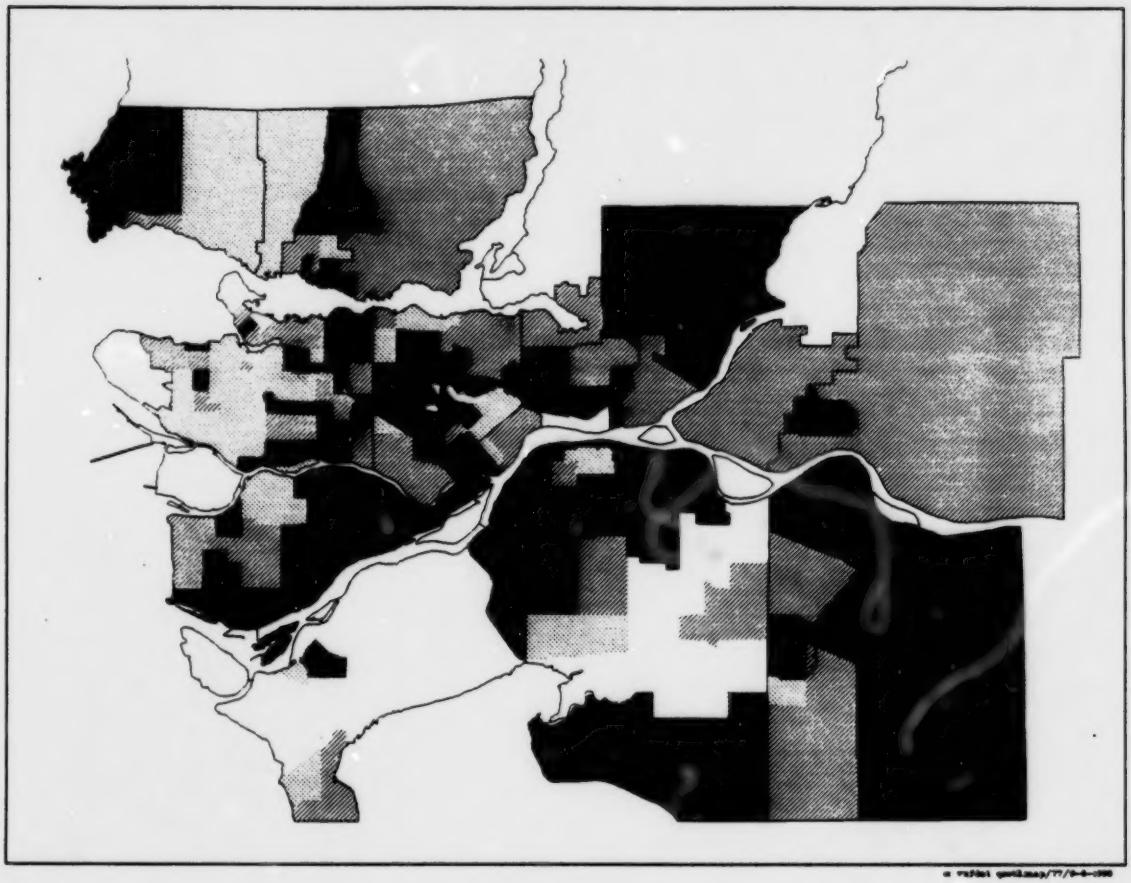


Quartile	Area Mean Score
first	1.000 – 1.333
second	1.334 – 1.500
third	1.501 – 1.600
fourth	1.601 – 2.000

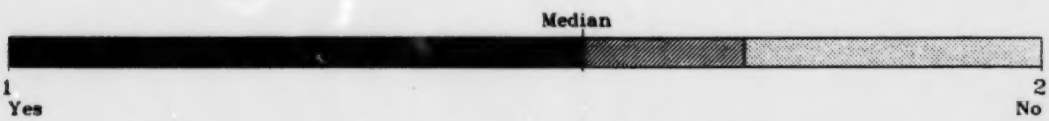
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 – Yes 2 – No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 77

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD FREEWAY IMPROVEMENT.



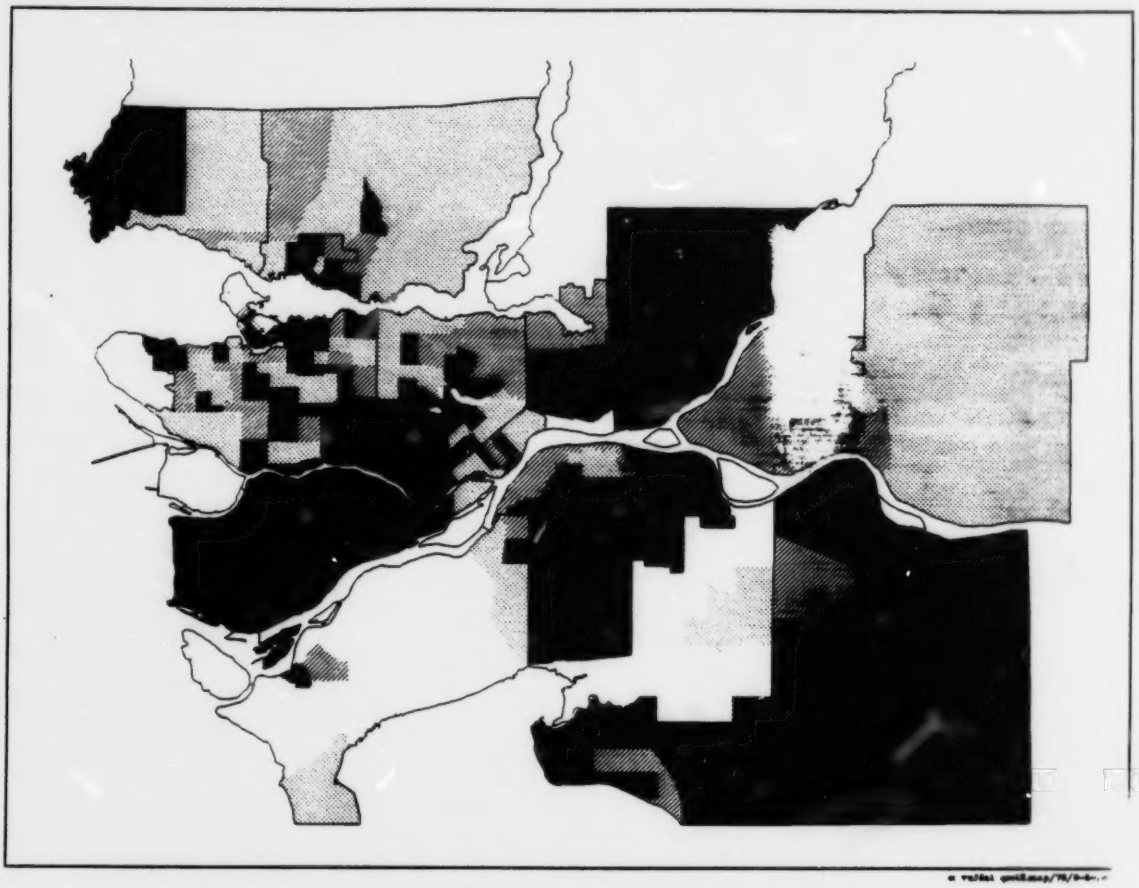
Quartile	Area Mean Score
first	1.000 - 1.400
second	1.401 - 1.556
third	1.557 - 1.714
fourth	1.715 - 2.000



Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Fu[illegible]s Survey 1990 - QUESTION 78

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD SKYTRAIN EXTENSION.

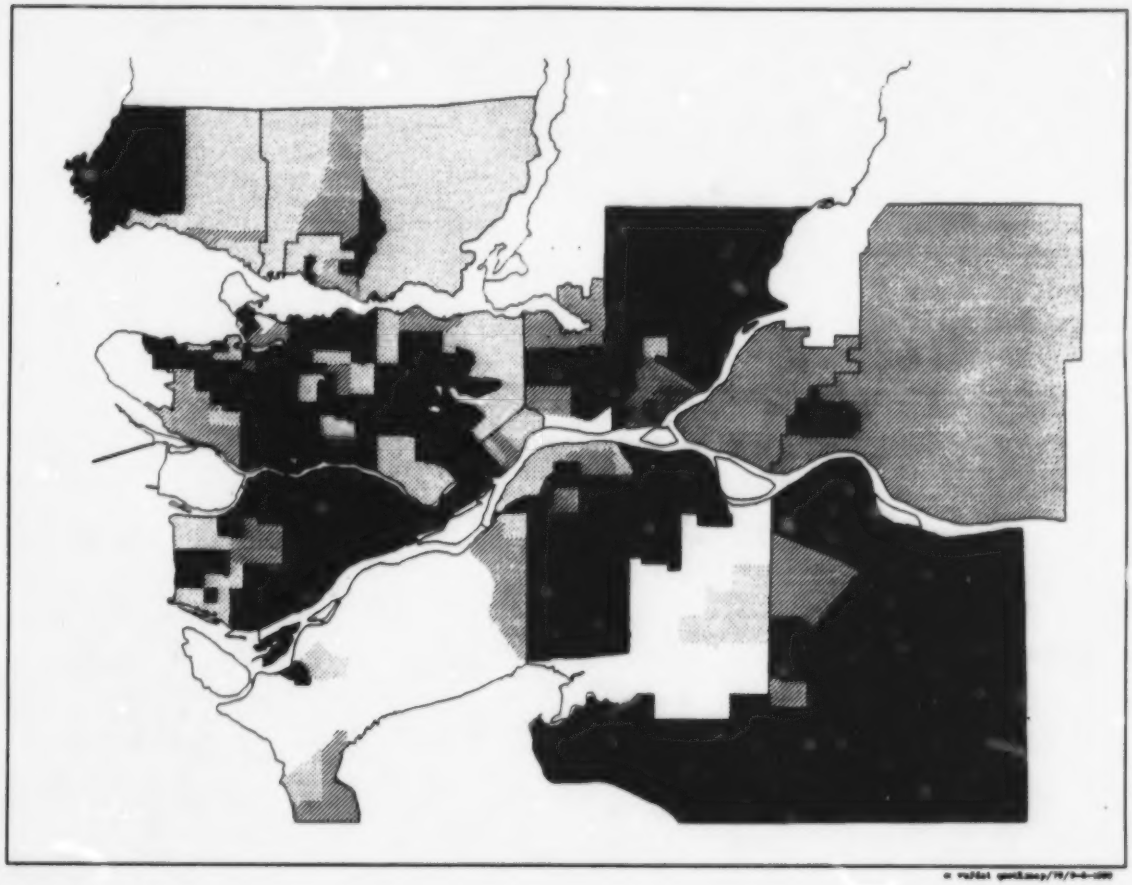


Quartile	Area Mean Score
first	1.000 - 1.200
second	1.201 - 1.400
third	1.401 - 1.550
fourth	1.551 - 2.000

Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 79

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD BUS TRANSIT IMPROVEMENT.

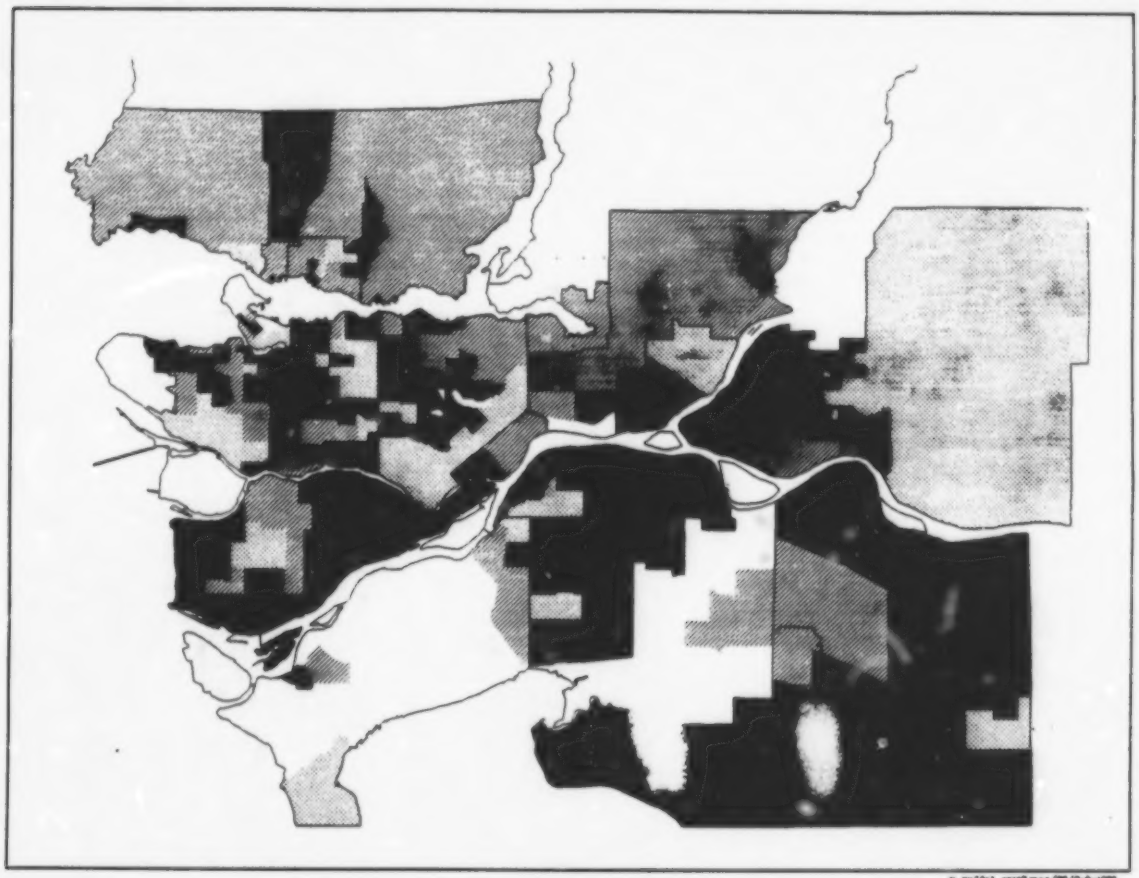


Quartile	Area Mean Score
first	1.000 - 1.200
second	1.201 - 1.333
third	1.334 - 1.471
fourth	1.472 - 1.660

Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 80

I AM PREPARED TO PAY ADDITIONAL TAXES/FEES TOWARD AGRICULTURAL LAND RESERVES.



Quartile	Area Mean Score
first	1.000 - 1.222
second	1.223 - 1.400
third	1.401 - 1.571
fourth	1.572 - 2.000

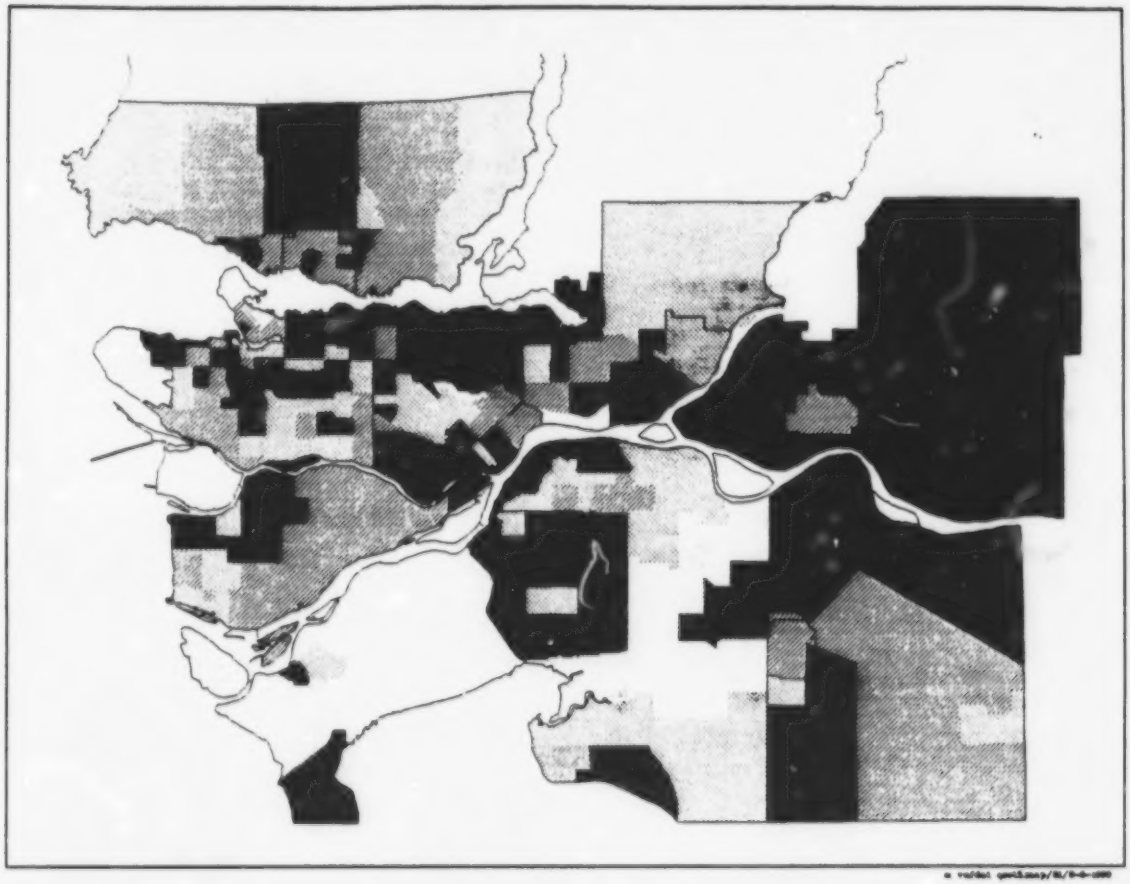
Median

1 Yes — 2 No

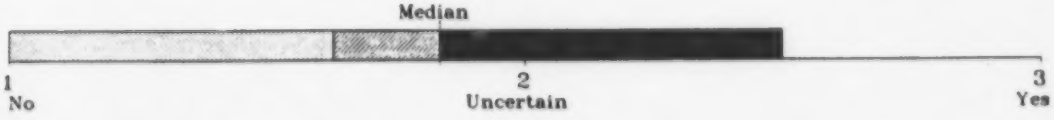
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are average of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 81

WOULD YOU BE IN FAVOUR OF CONTROLS WHICH SET A POPULATION LIMIT FOR THE LOWER MAINLAND?



Quartile	Area Mean Score
first	1.000 - 1.625
second	1.626 - 1.833
third	1.834 - 2.091
fourth	2.092 - 2.500

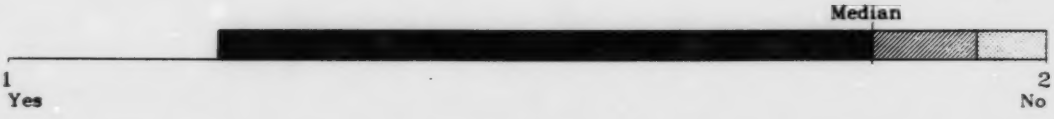


Note: Respondents answered this question using a three point scale:
1 - No 2 - Uncertain 3 - Yes
Area mean scores are averages of these responses.
Darker shading signifies greater preference for population controls.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 104

WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING PROPERTY TAX?

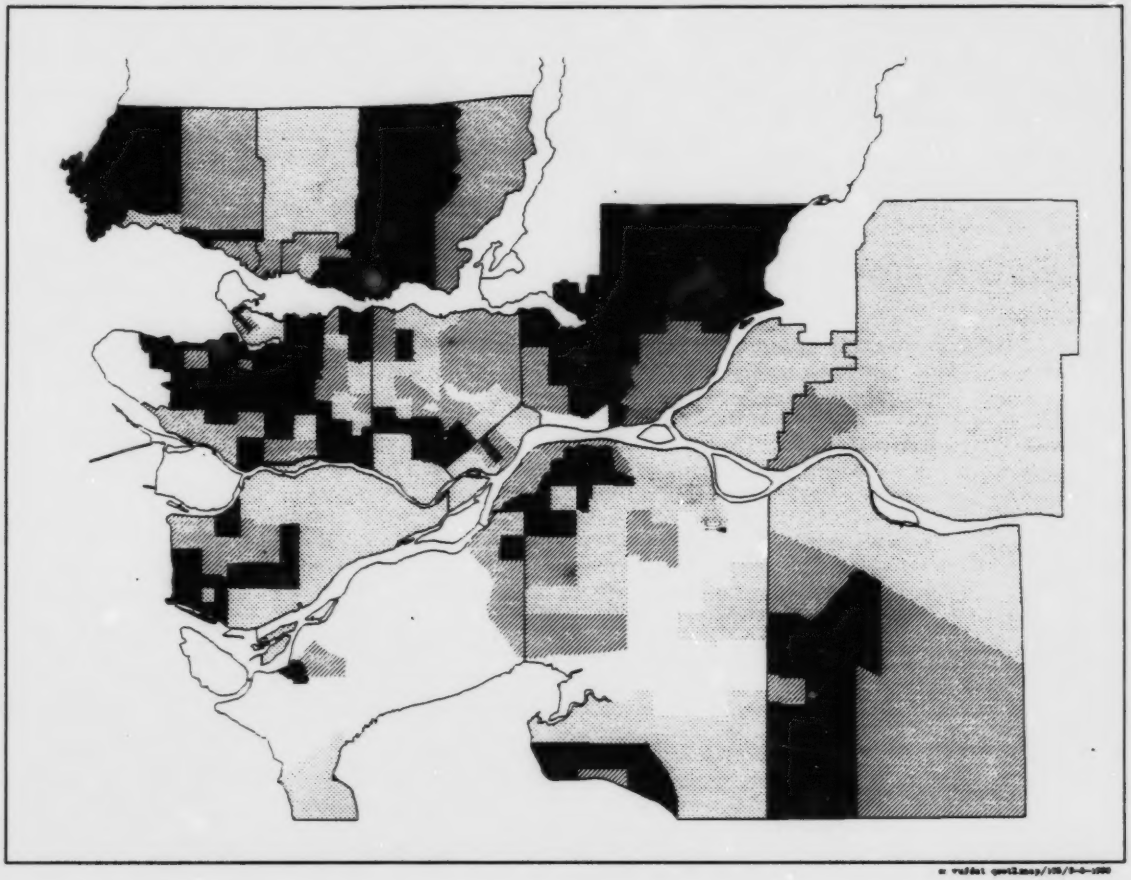
Quartile	Area Mean Score
first	1.200 - 1.692
second	1.693 - 1.833
third	1.834 - 1.933
fourth	1.934 - 2.000



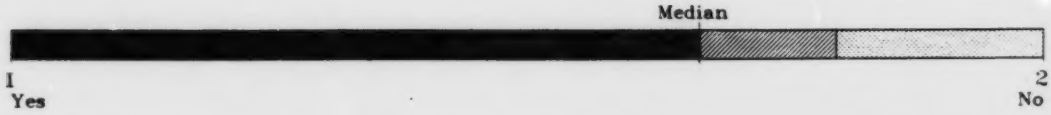
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 105

WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING GASOLINE TAX?



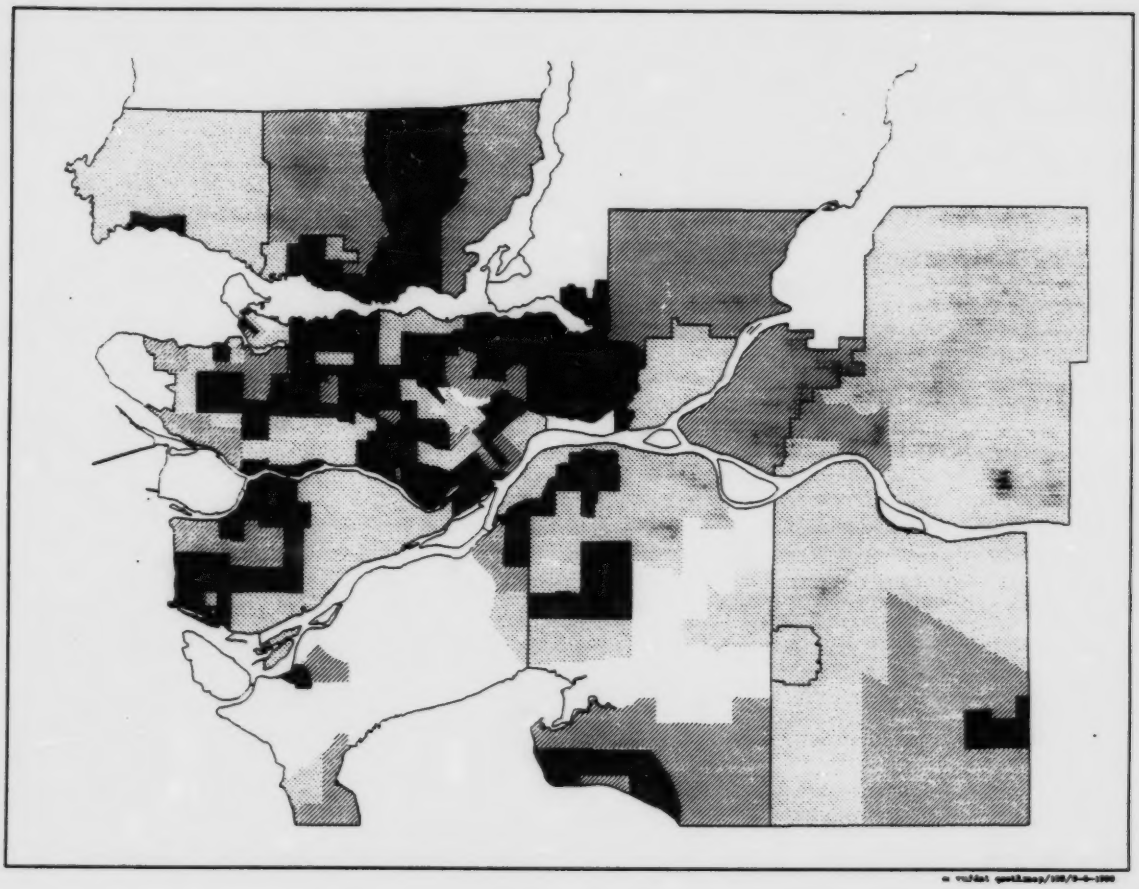
Quartile	Area Mean Score
first	1.000 – 1.500
second	1.501 – 1.667
third	1.668 – 1.800
fourth	1.801 – 2.000



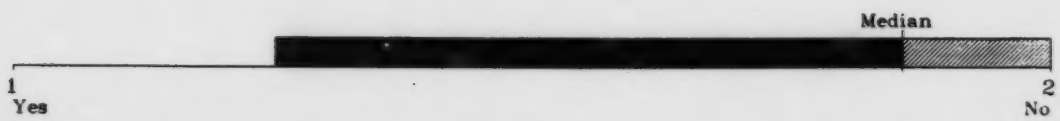
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 – Yes 2 – No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 106

WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING INCOME TAX?



Quartile	Area Mean Score
first	1.250 – 1.800
second	1.801 – 1.857
third	1.858 – 2.000
fourth	2.000 – 2.000



Note: Respondents answered either Yes or No to this question which was scored as follows:
1 – Yes 2 – No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 107

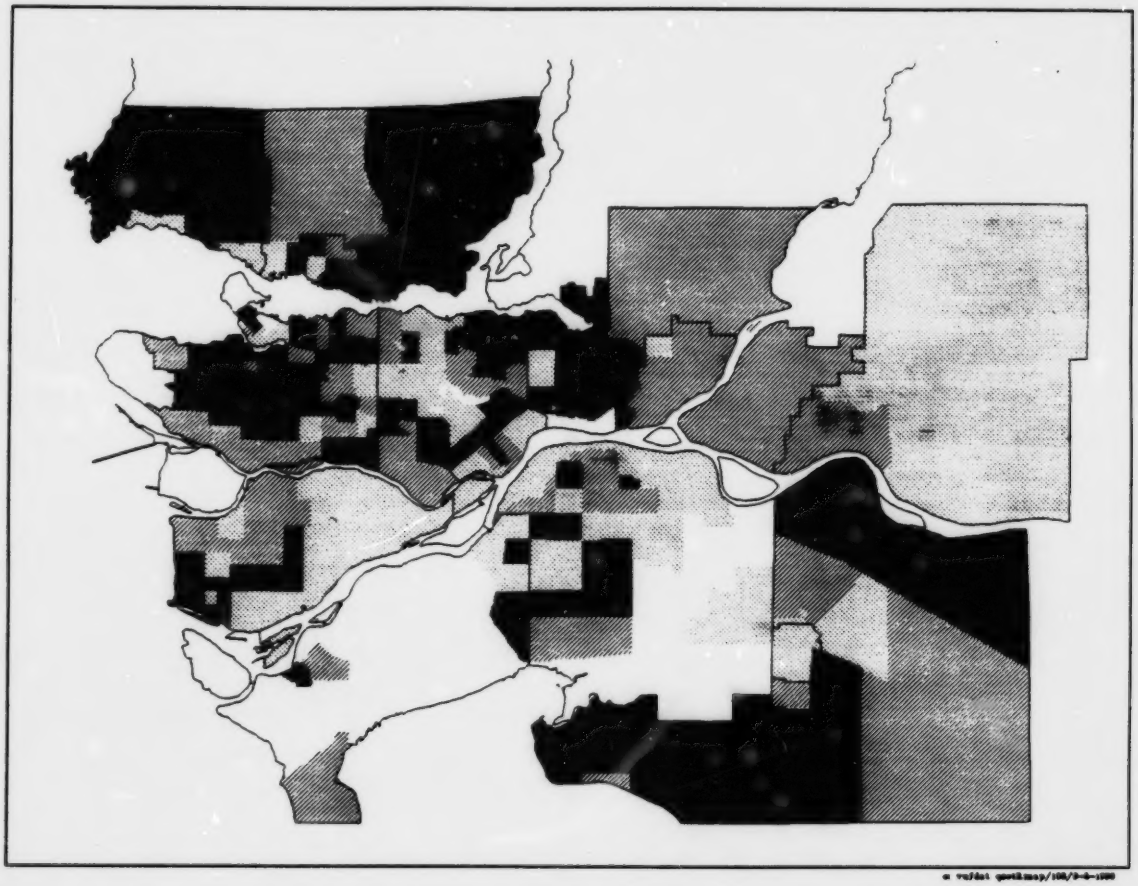
WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING TRANSIT FARES?

Quartile	Area Mean Score
first	1.000 - 1.500
second	1.501 - 1.667
third	1.668 - 1.778
fourth	1.779 - 2.000

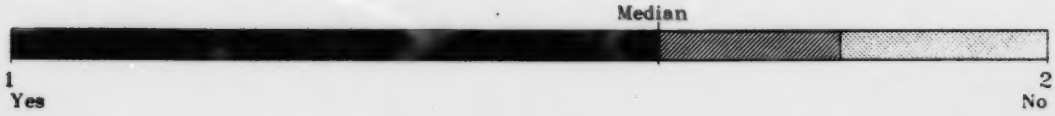
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 108

WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING AUTO LICENSING FEES?



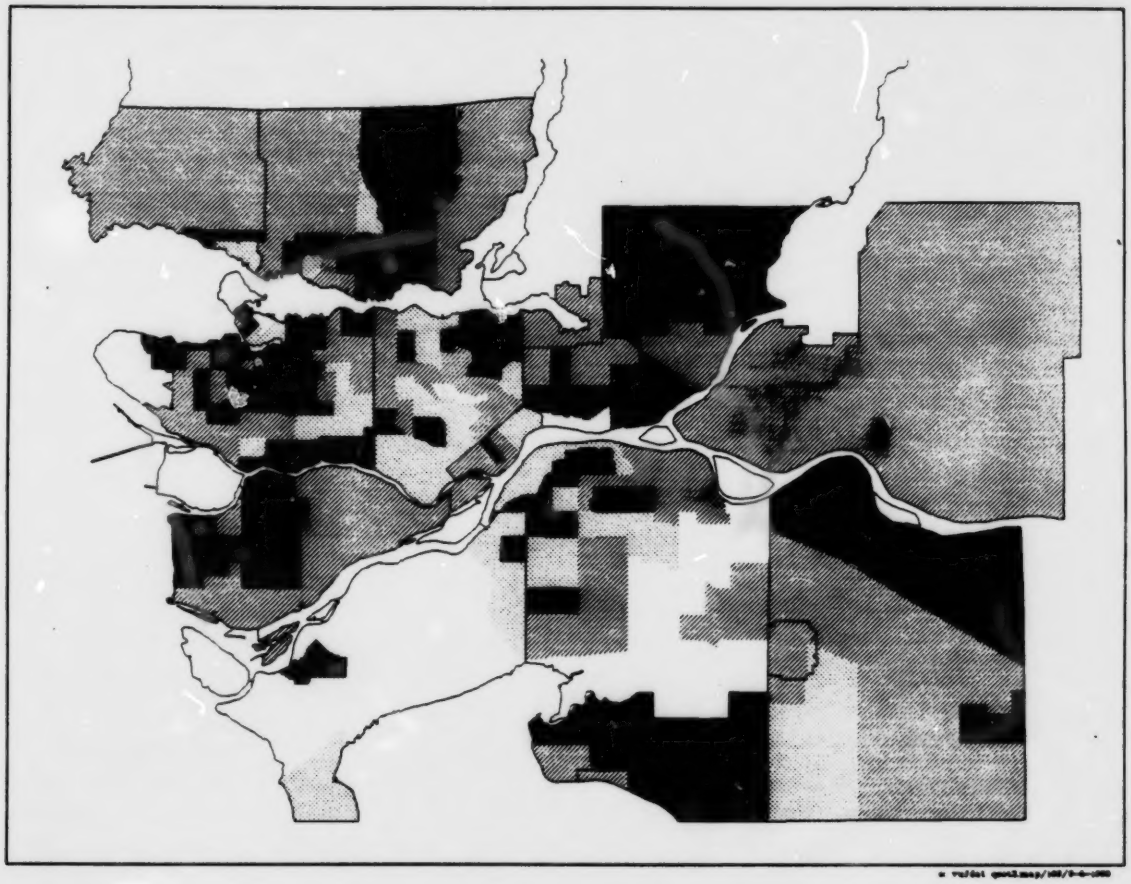
Quartile	Area Mean Score
first	1.000 - 1.500
second	1.501 - 1.625
third	1.626 - 1.800
fourth	1.801 - 2.000



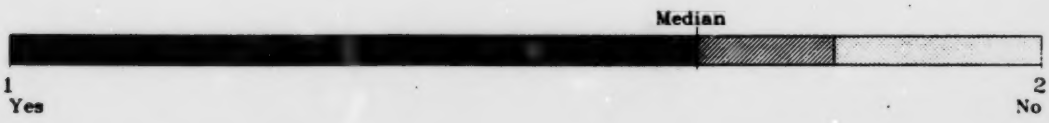
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 109

WOULD YOU FAVOUR RAISING FUNDS TO PAY FOR MOBILITY IMPROVEMENTS BY INCREASING AUTO SALES TAX?



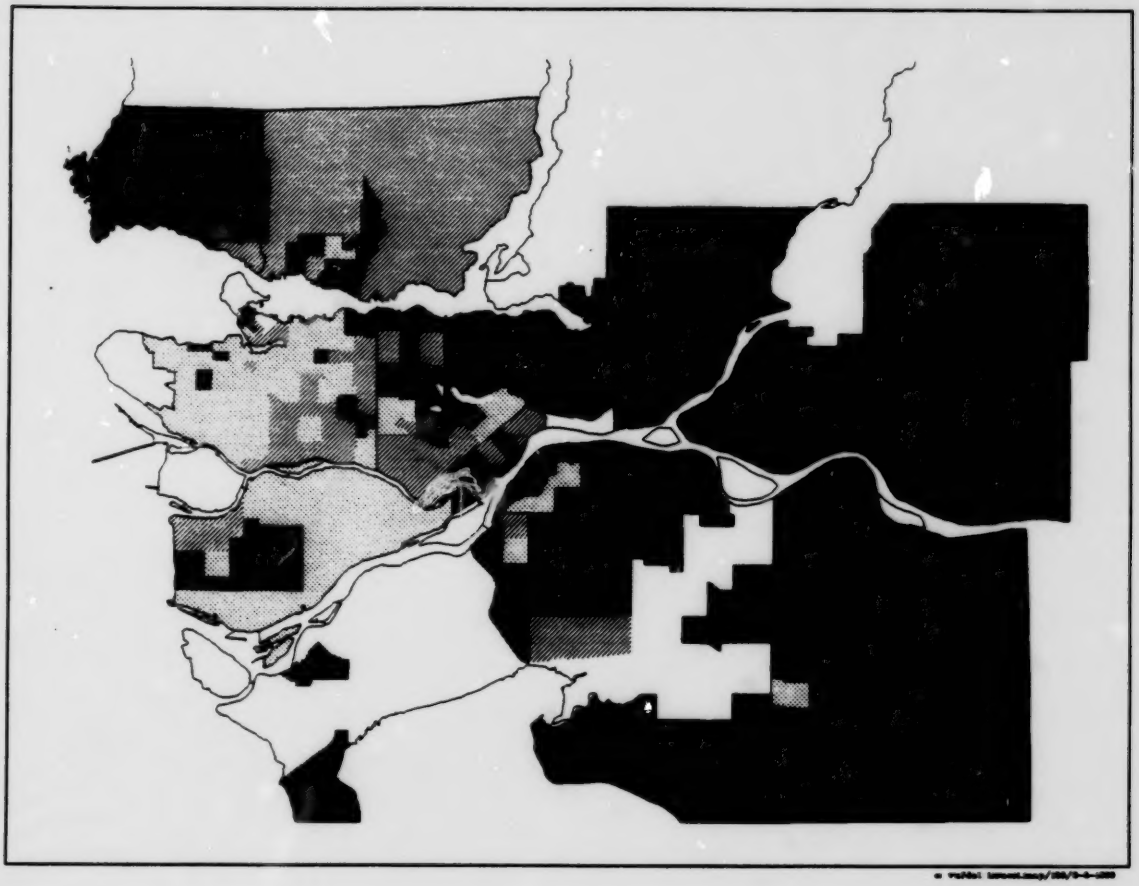
Quartile	Area Mean Score
first	1.000 - 1.500
second	1.501 - 1.667
third	1.668 - 1.800
fourth	1.801 - 2.000



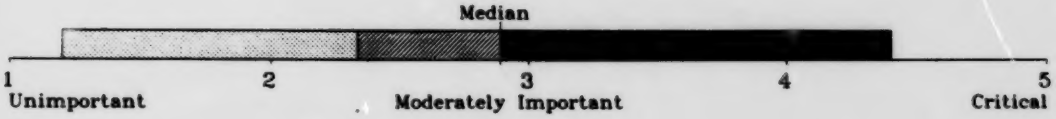
Note: Respondents answered either Yes or No to this question which was scored as follows:
1 - Yes 2 - No
Area mean scores are averages of these responses.
Darker shading signifies greater agreement.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 150

IMPORTANCE OF - FREEWAY INTO DOWNTOWN VANCOUVER



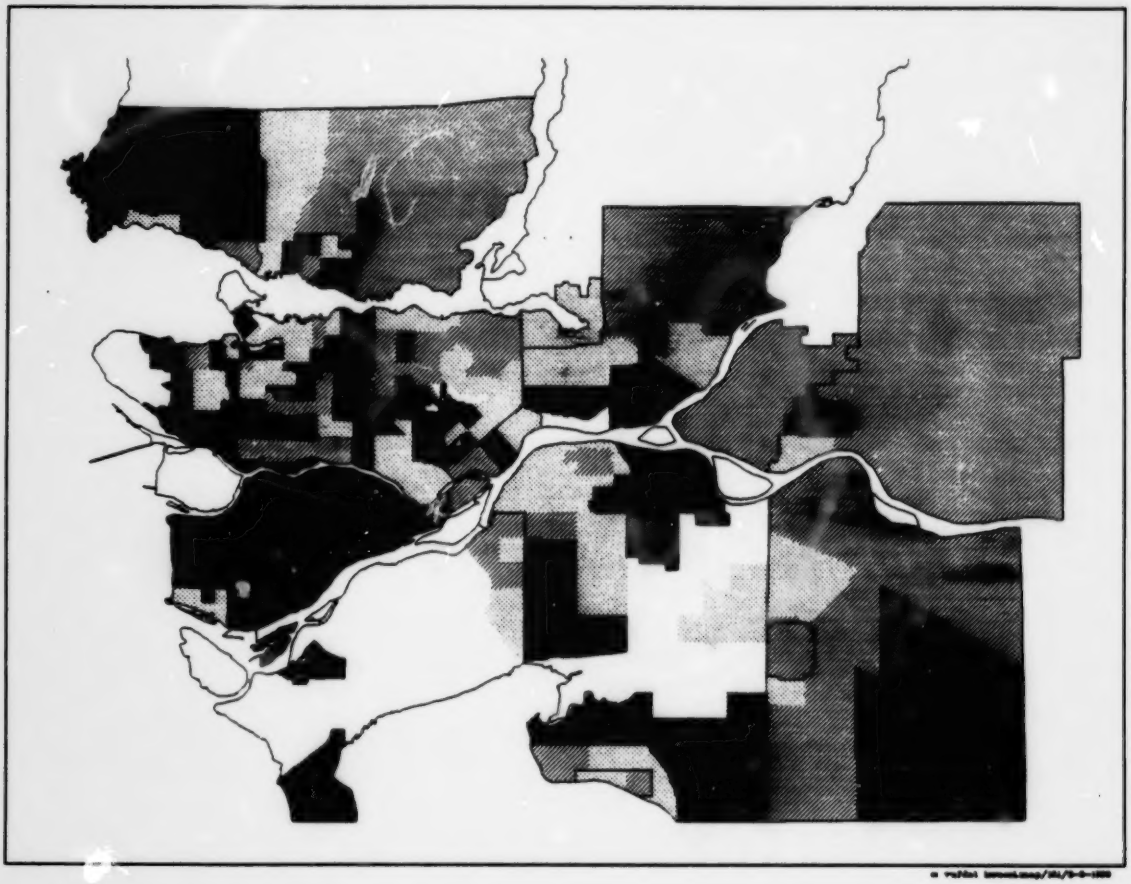
Quartile	Area Mean Score
first	1.200 - 2.333
second	2.334 - 2.889
third	2.890 - 3.375
fourth	3.376 - 4.400



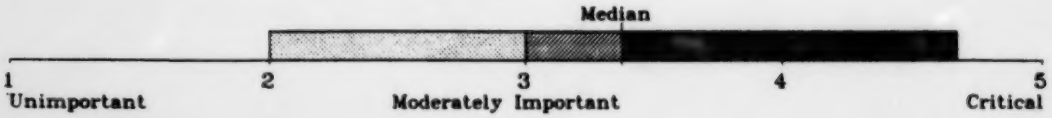
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 151

IMPORTANCE OF - SKYTRAIN EXTENSION TO RICHMOND



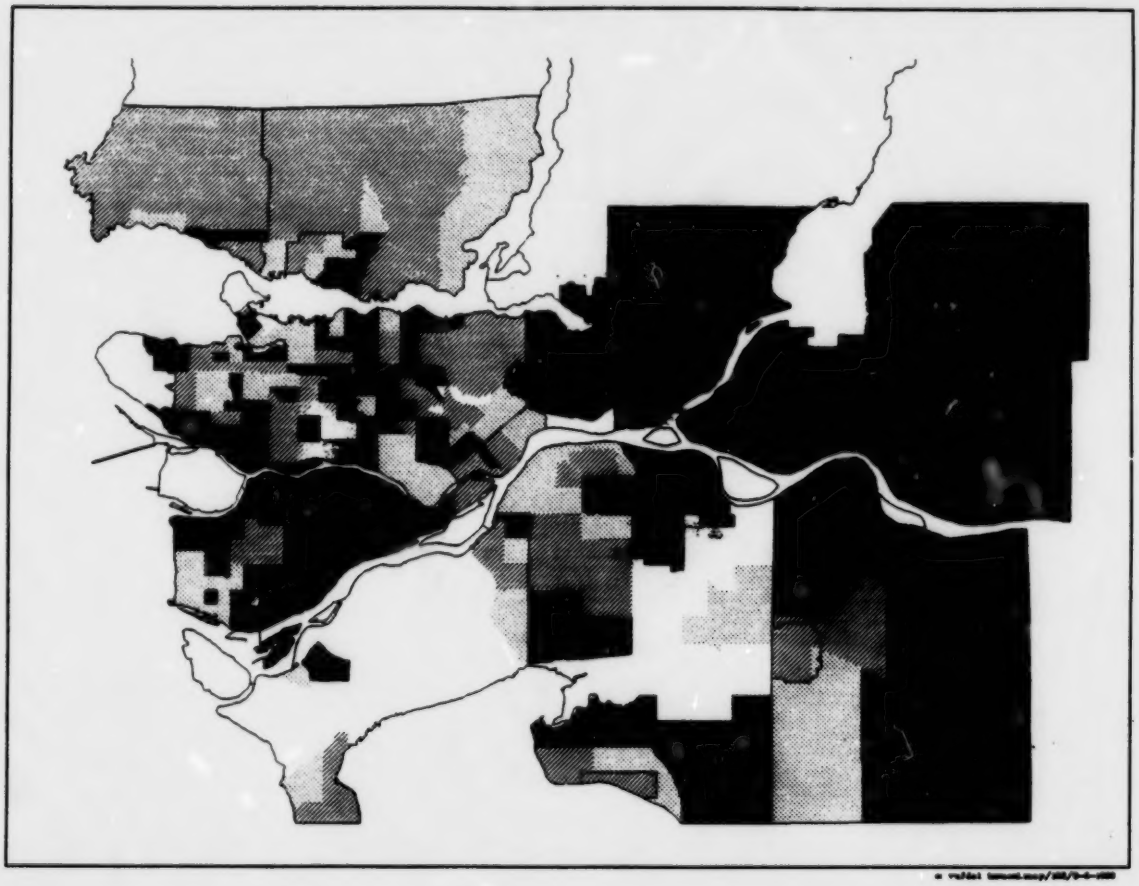
Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.375
third	3.376 - 3.727
fourth	3.728 - 4.670



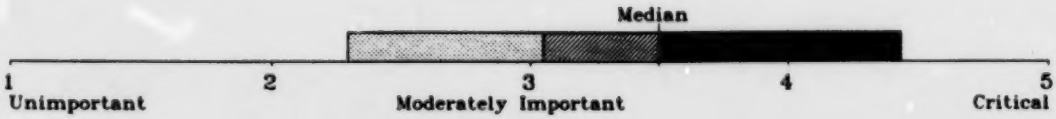
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 152

IMPORTANCE OF - SKYTRAIN EXTENSION TO COQUITLAM



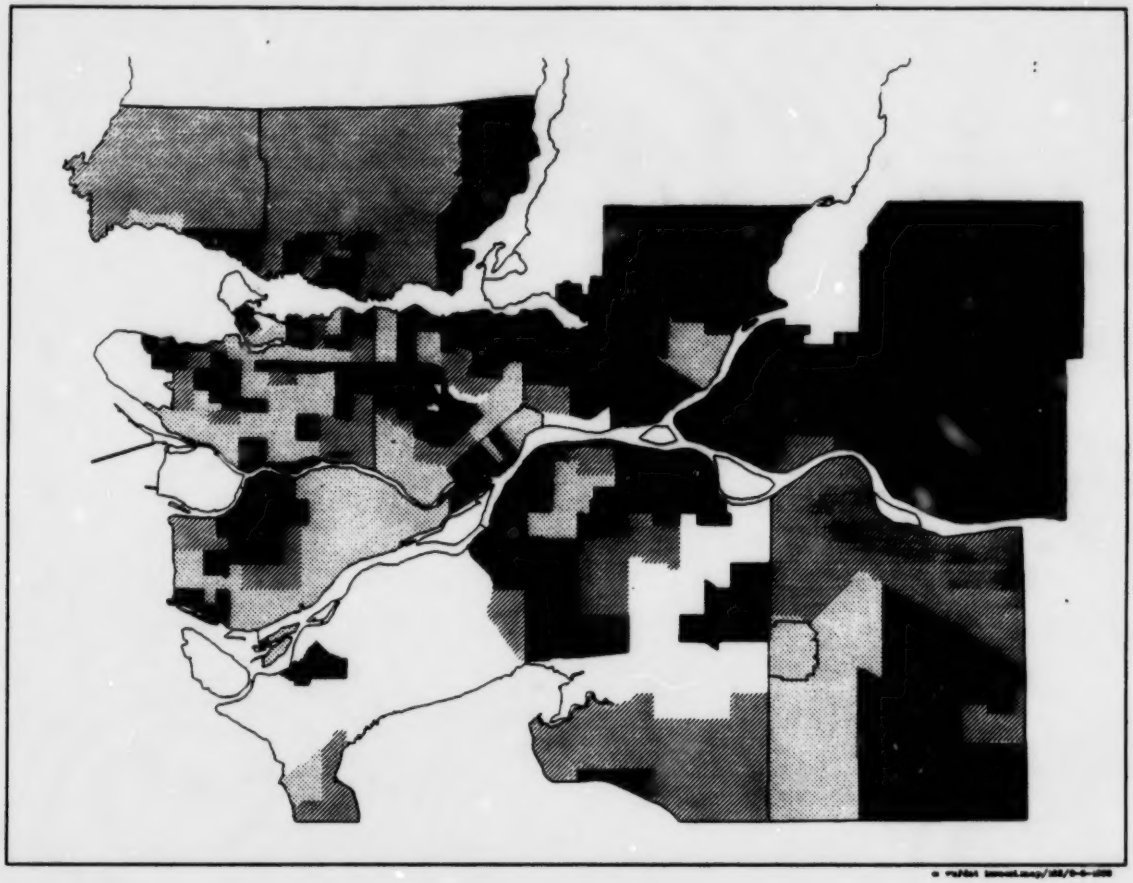
Quartile	Area Mean Score
first	2.290 - 3.048
second	3.049 - 3.500
third	3.501 - 3.800
fourth	3.801 - 4.430



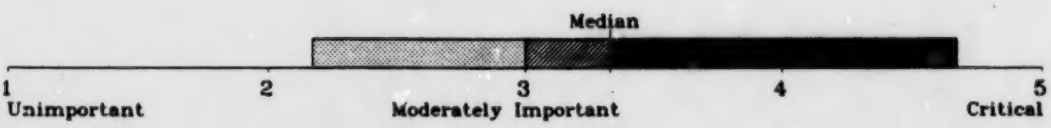
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 153

IMPORTANCE OF - MORE SPECIAL LANES FOR EXPRESS BUSES



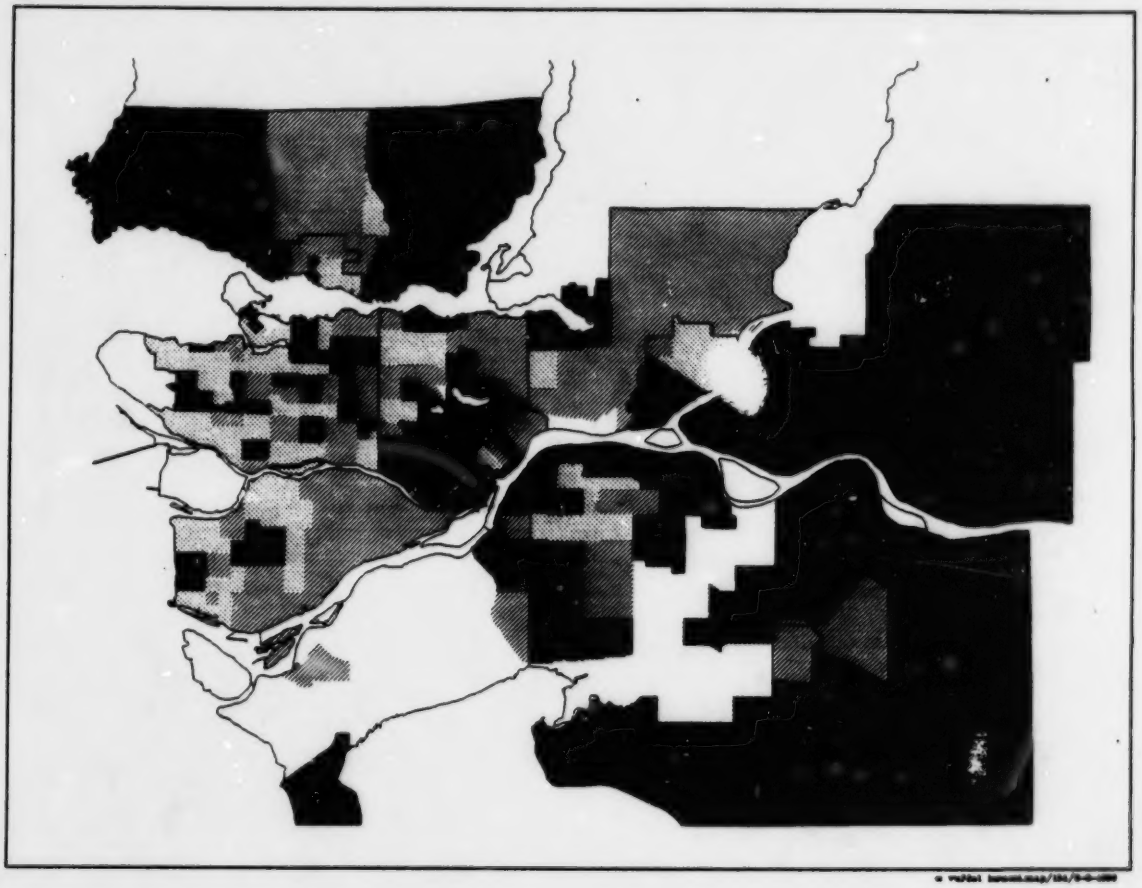
Quartile	Area Mean Score
first	2.170 - 3.000
second	3.001 - 3.333
third	3.334 - 3.600
fourth	3.601 - 4.670



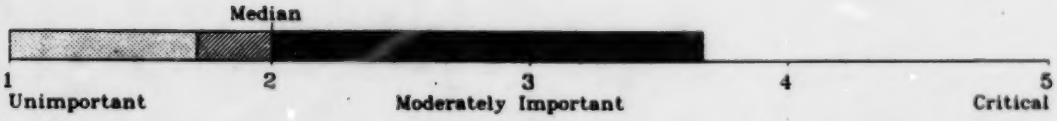
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 154

IMPORTANCE OF - IMPROVED REGIONAL SHOPPING CENTRES



Quartile	Area Mean Score
first	1.000 - 1.714
second	1.715 - 2.000
third	2.001 - 2.533
fourth	2.534 - 3.670

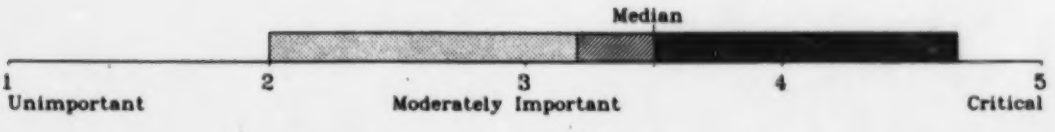


Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 155

IMPORTANCE OF - OPEN GREEN SPACE BETWEEN NEIGHBOURHOODS

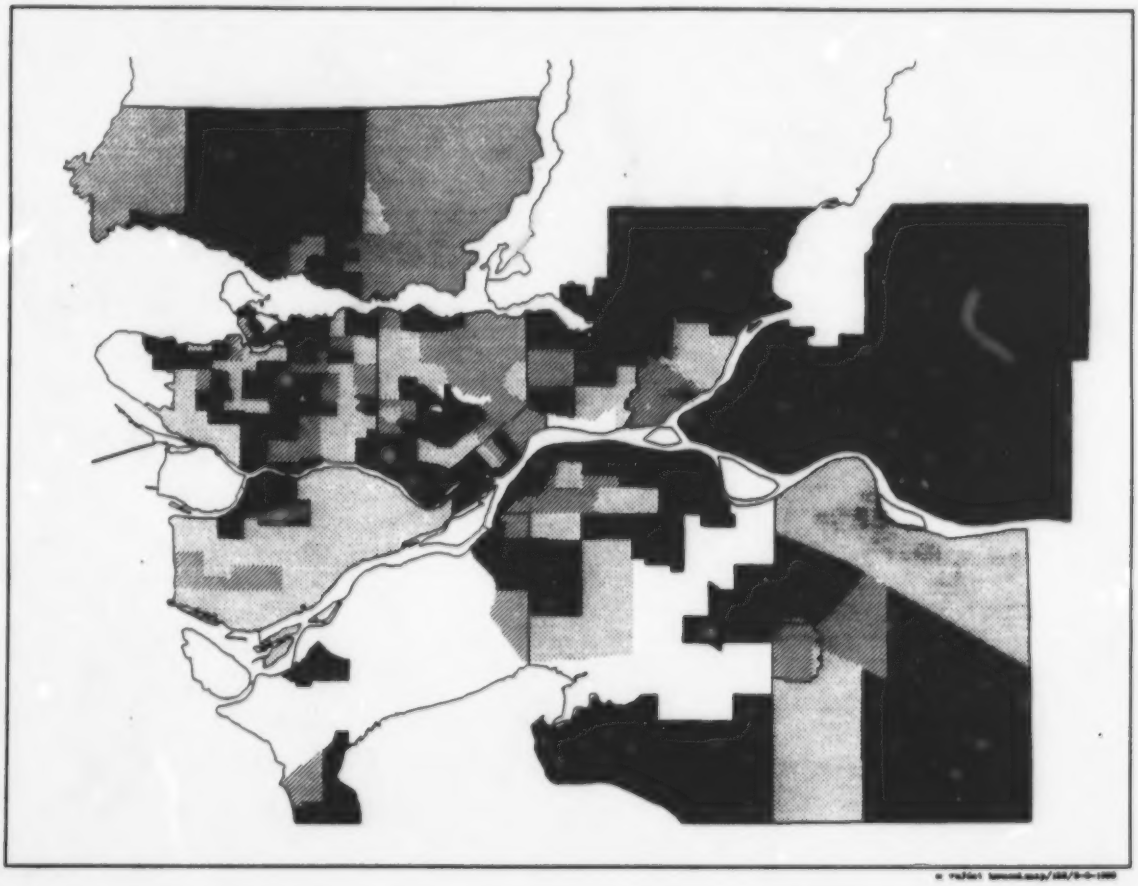
Quartile	Area Mean Score
first	2.000 - 3.200
second	3.201 - 3.500
third	3.501 - 3.786
fourth	3.787 - 4.670



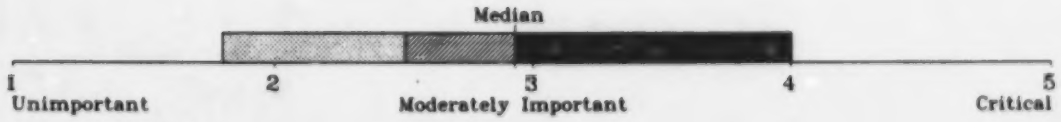
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 158

IMPORTANCE OF - IMPROVED URBAN CULTURAL FACILITIES



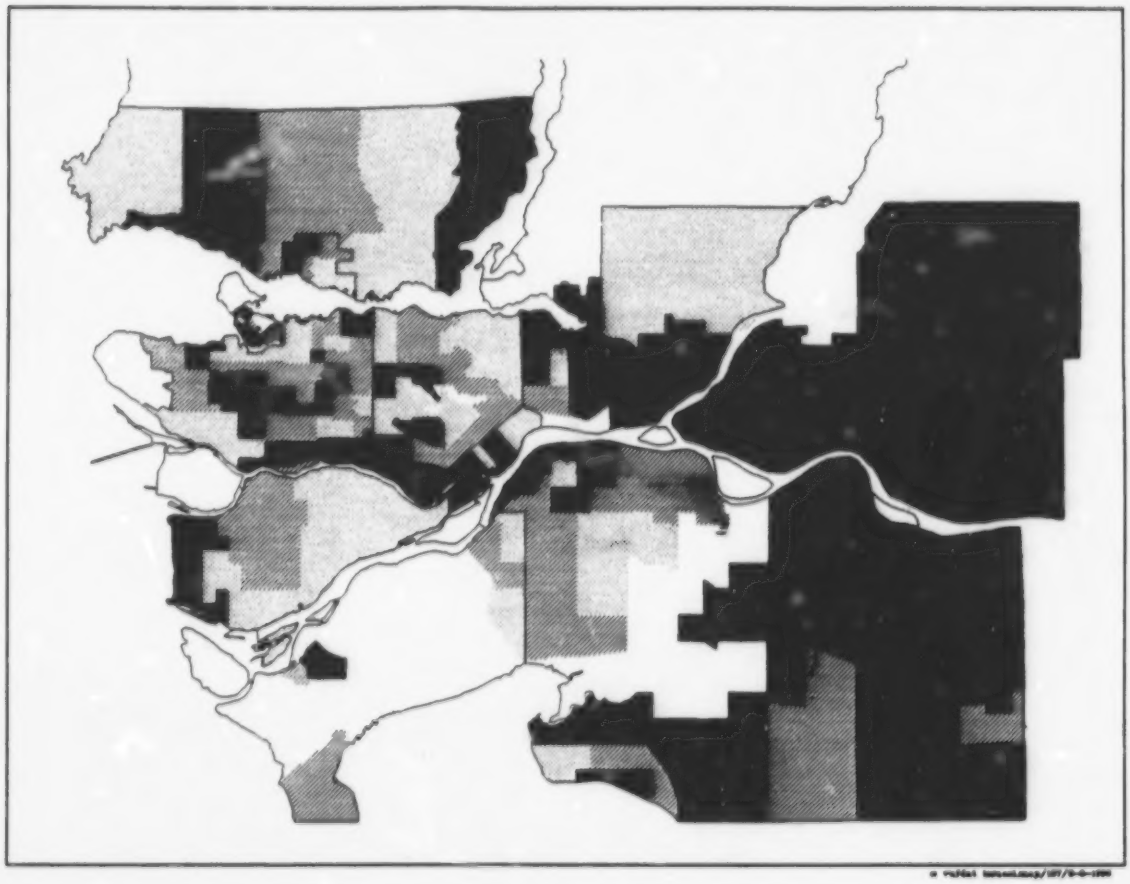
Quartile	Area Mean Score
first	1.800 - 2.500
second	2.501 - 2.929
third	2.930 - 3.200
fourth	3.201 - 4.000



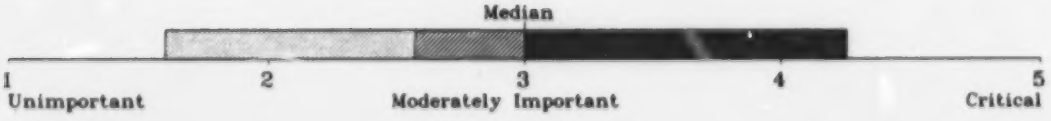
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 157

IMPORTANCE OF - INCREASED HOUSING DENSITIES



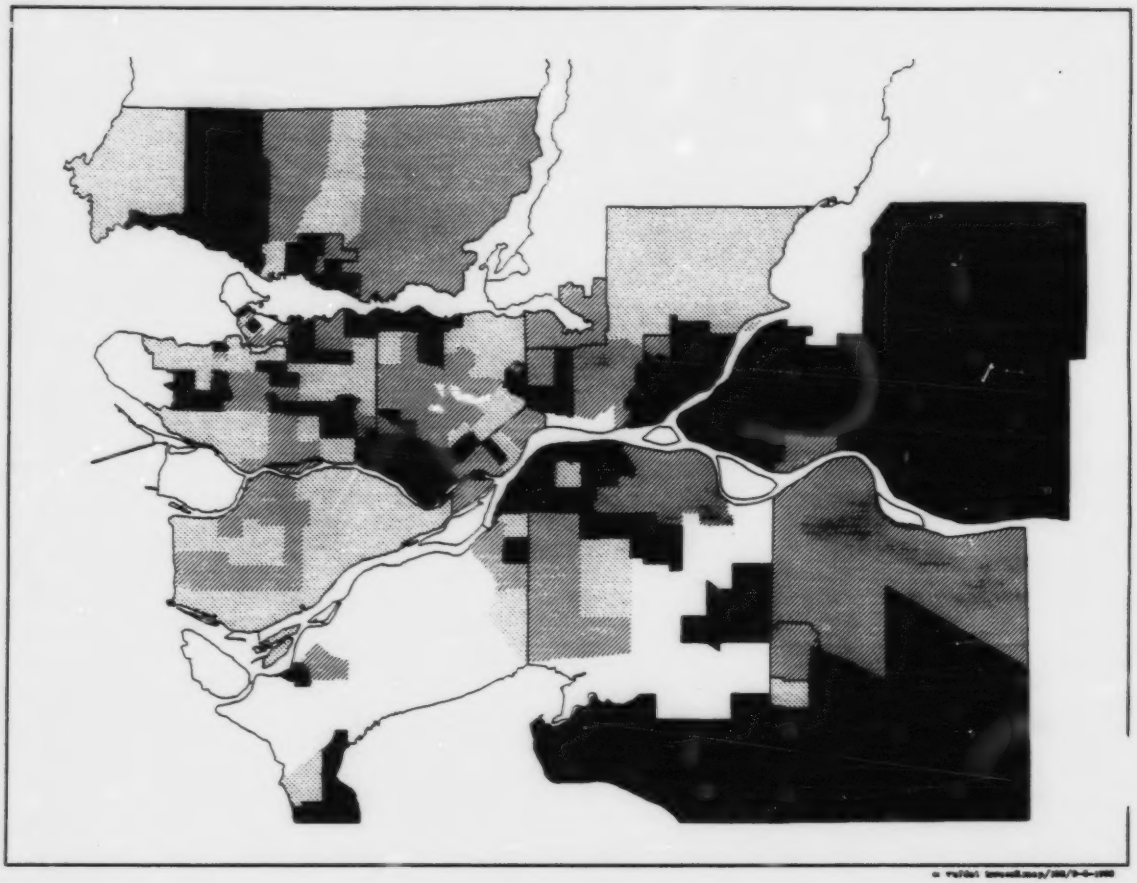
Quartile	Area Mean Score
first	1.600 - 2.571
second	2.572 - 3.000
third	3.001 - 3.250
fourth	3.251 - 4.250



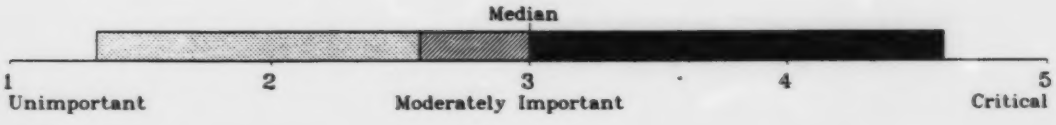
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 158

IMPORTANCE OF - BETTER REGIONAL RECREATIONAL FACILITIES



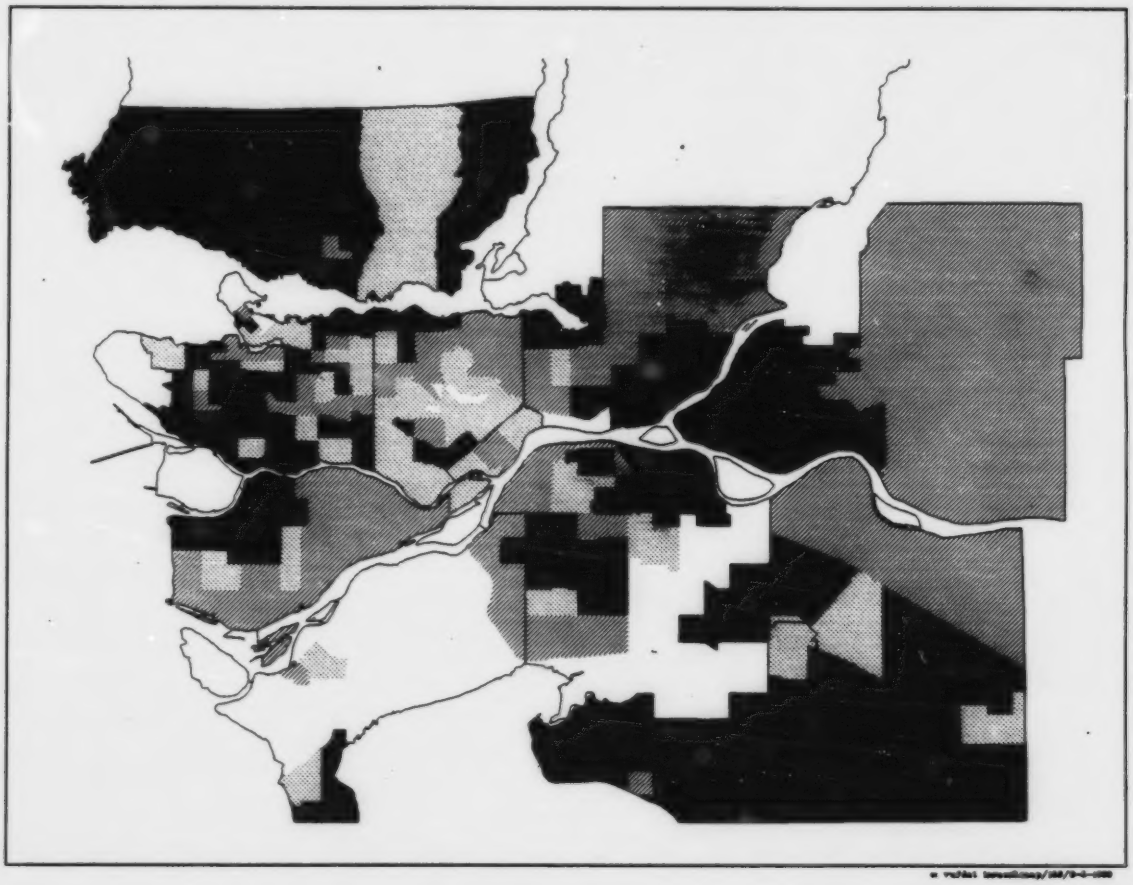
Quartile	Area Mean Score
first	1.330 - 2.571
second	2.572 - 3.000
third	3.001 - 3.200
fourth	3.201 - 4.600



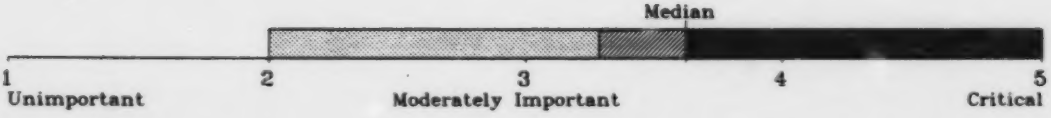
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 159

IMPORTANCE OF - PRESERVING UNDEVELOPED OPEN SPACE



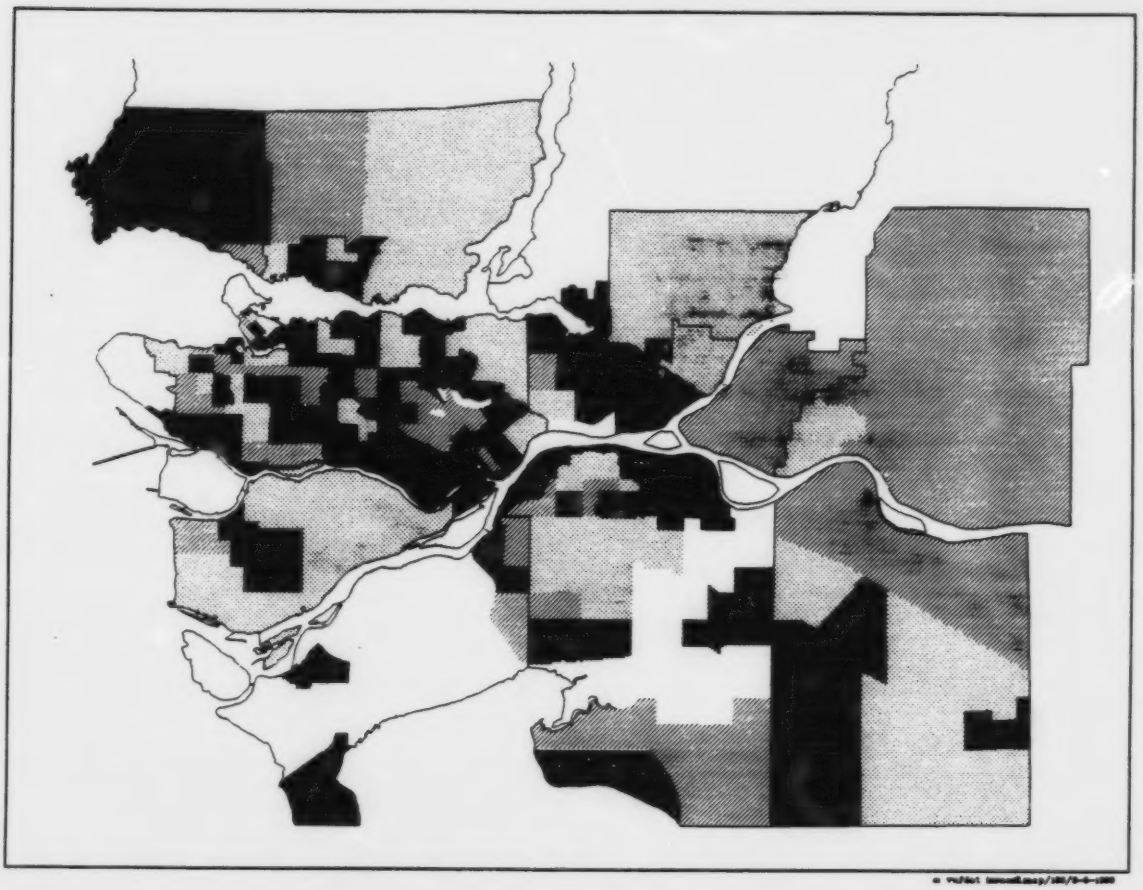
Quartile	Area Mean Score
first	2.000 - 3.286
second	3.287 - 3.625
third	3.626 - 4.000
fourth	4.001 - 5.000



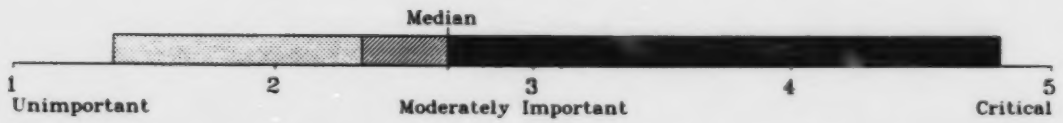
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 160

IMPORTANCE OF - DEVELOPING NEW TOWNS



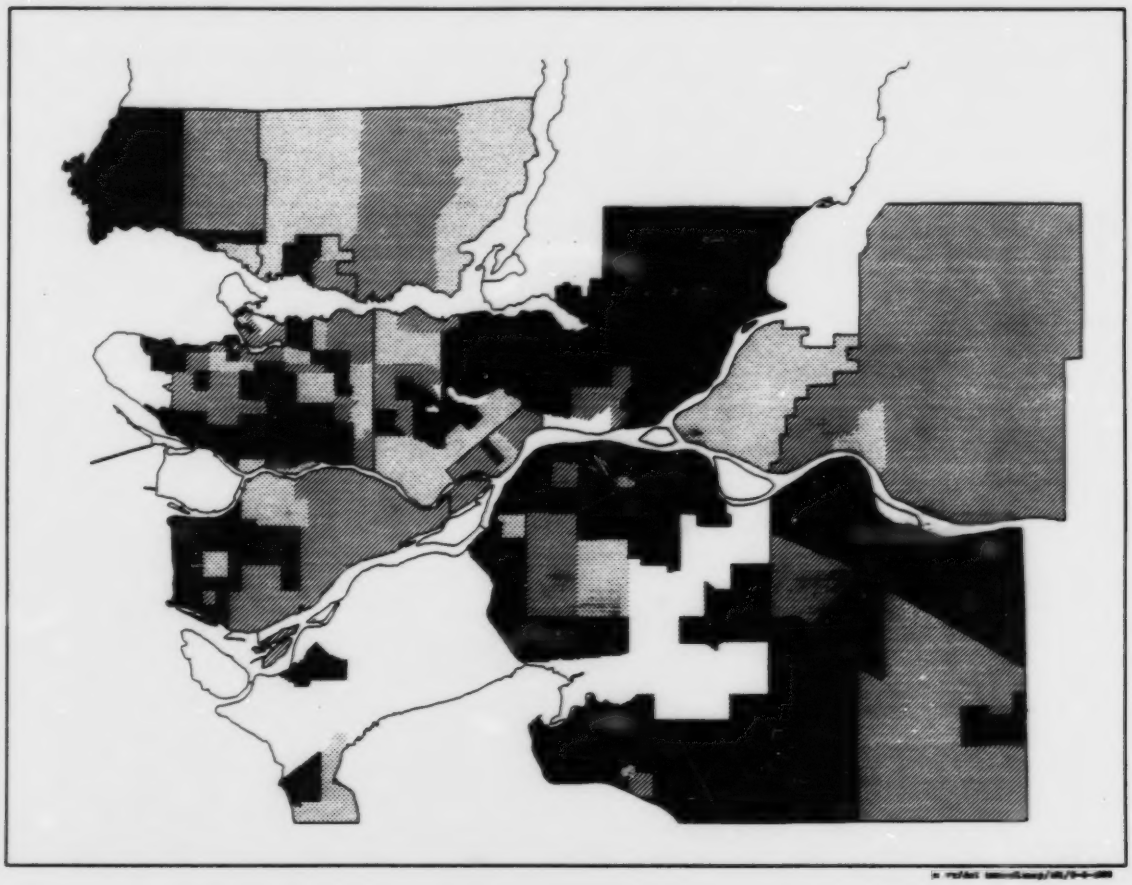
Quartile	Area Mean Score
first	1.380 - 2.333
second	2.334 - 2.667
third	2.668 - 3.000
fourth	3.001 - 4.800



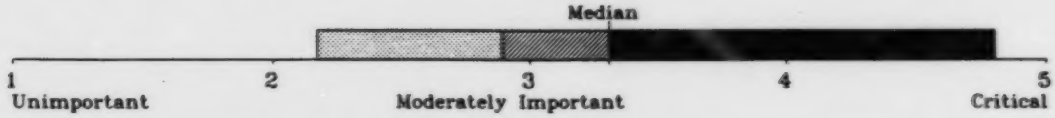
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 161

IMPORTANCE OF - PROMOTING INDUSTRY AND COMMERCE



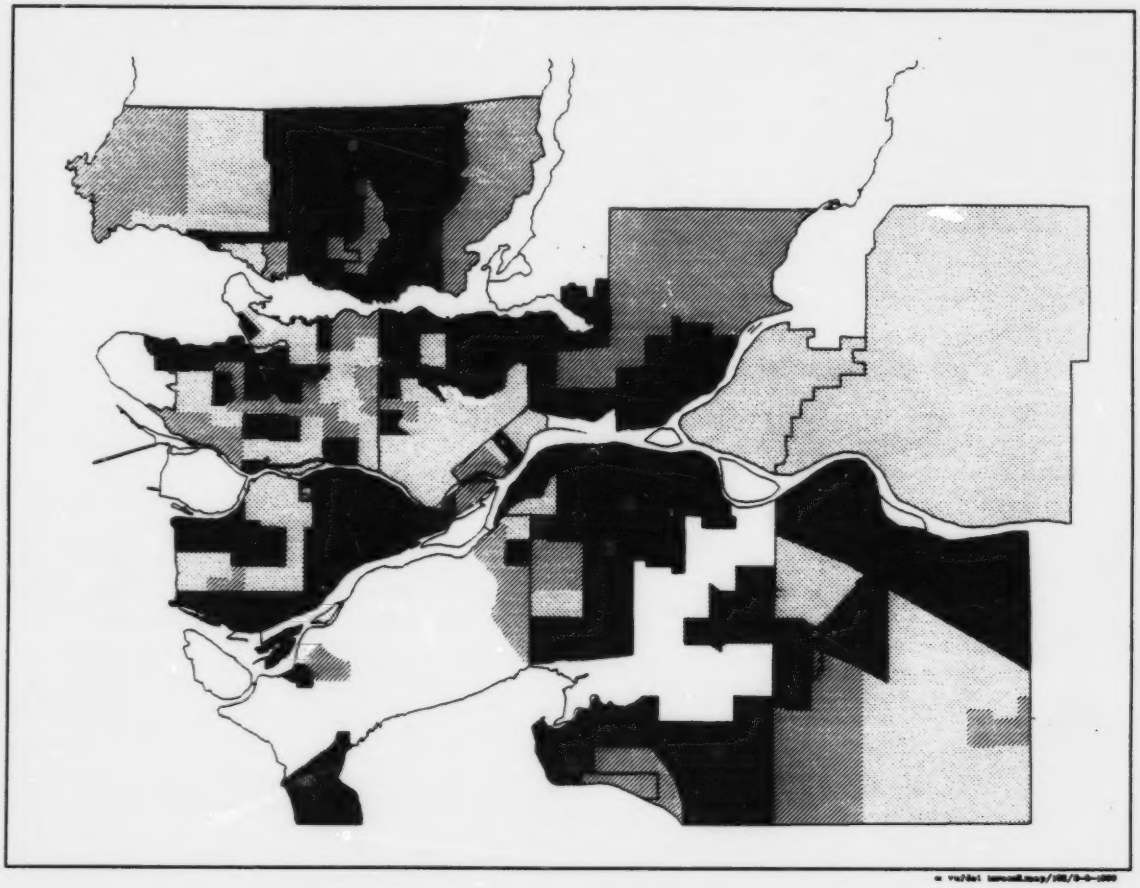
Quartile	Area Mean Score
first	2.170 - 2.889
second	2.890 - 3.308
third	3.309 - 3.600
fourth	3.601 - 4.800



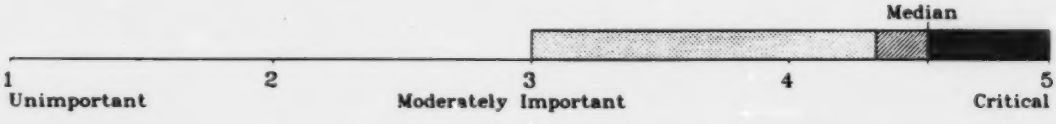
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 162

IMPORTANCE OF - CLEANING UP WATER POLLUTION FROM INDUSTRY



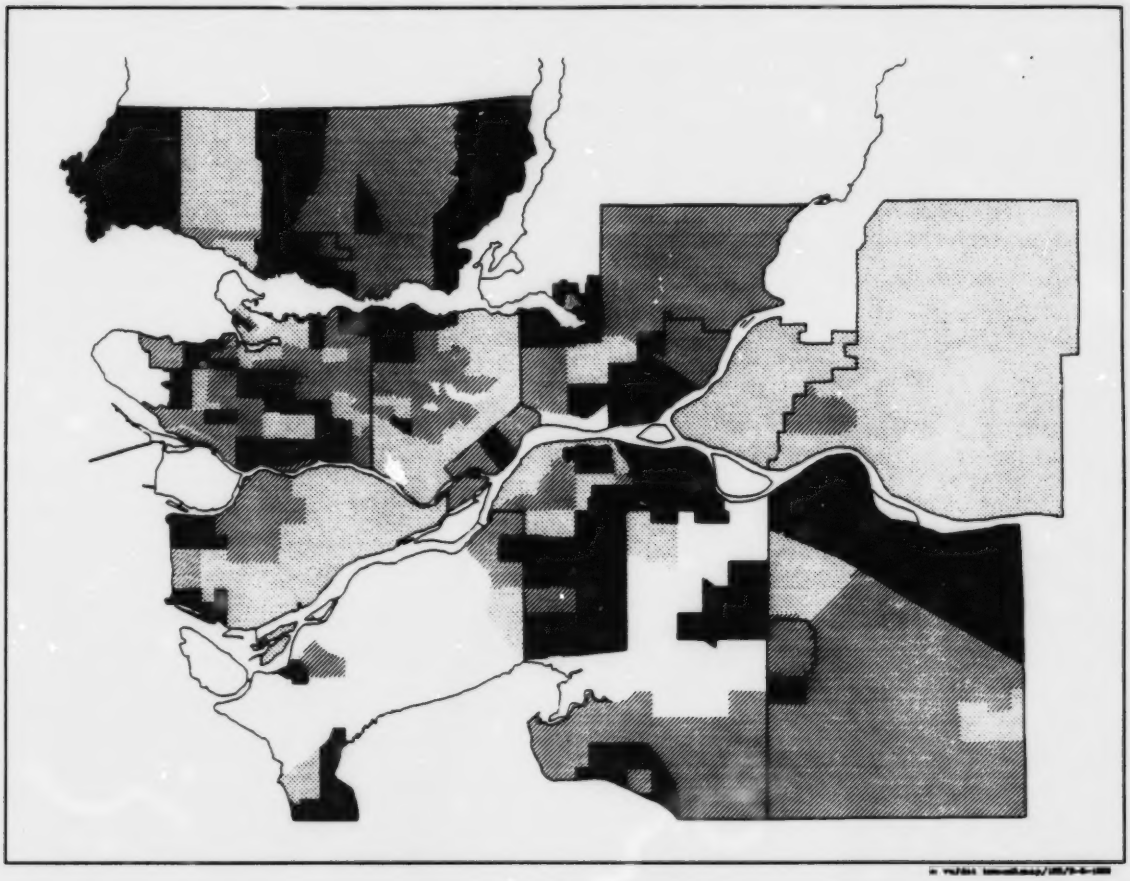
Quartile	Area Mean Score
first	3.000 - 4.333
second	4.334 - 4.533
third	4.534 - 4.714
fourth	4.715 - 5.000



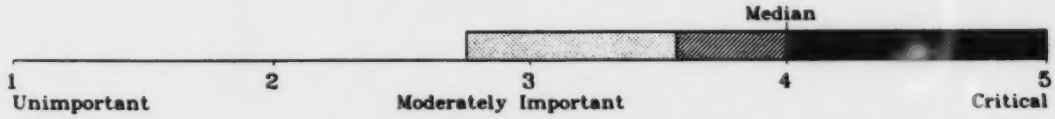
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 163

IMPORTANCE OF - PROTECTING EXISTING AGRICULTURAL RESERVES



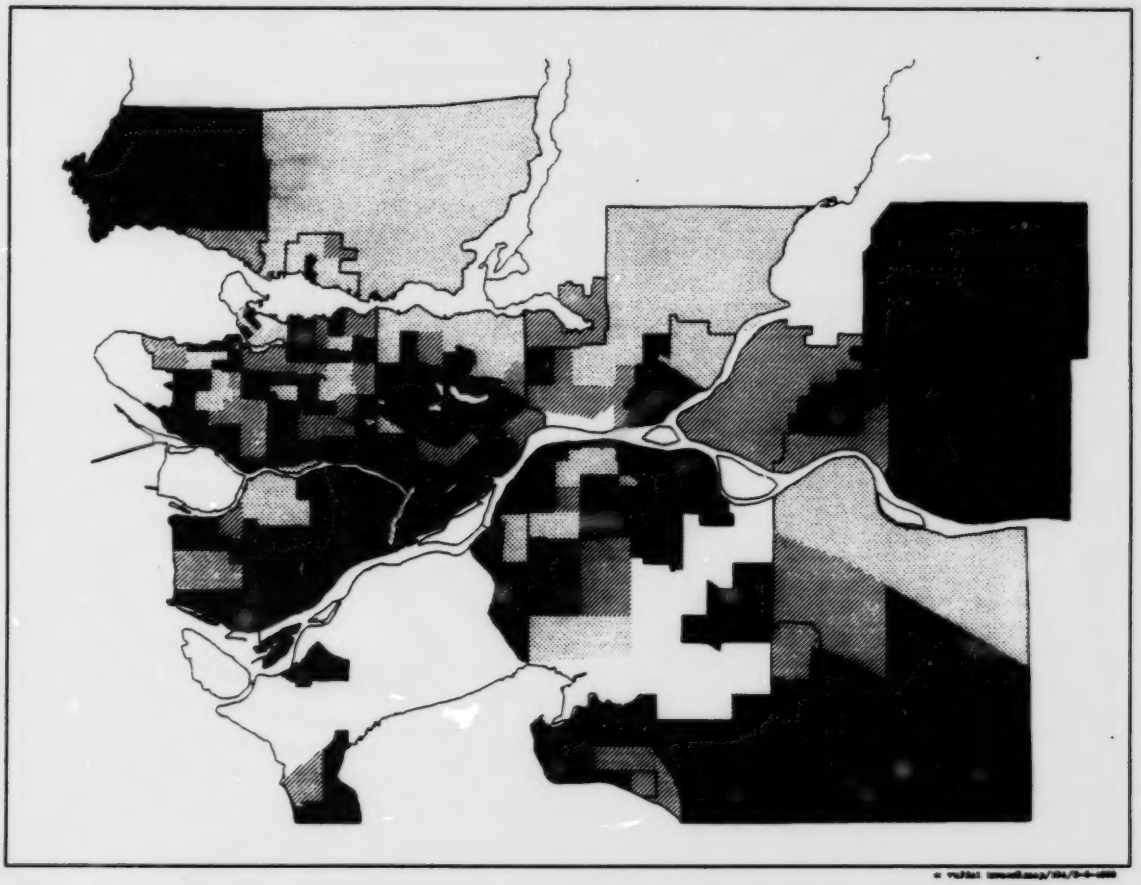
Quartile	Area Mean Score
first	2.750 - 3.571
second	3.572 - 4.000
third	4.001 - 4.250
fourth	4.251 - 5.000



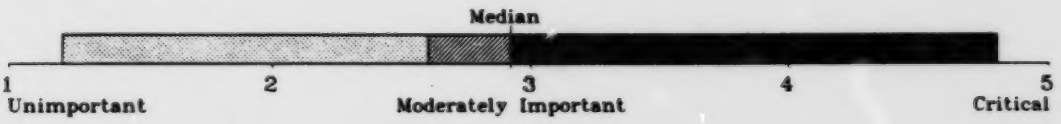
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 164

IMPORTANCE OF - CONTINUED SUBDIVISION GROWTH AS NOW ALLOWED



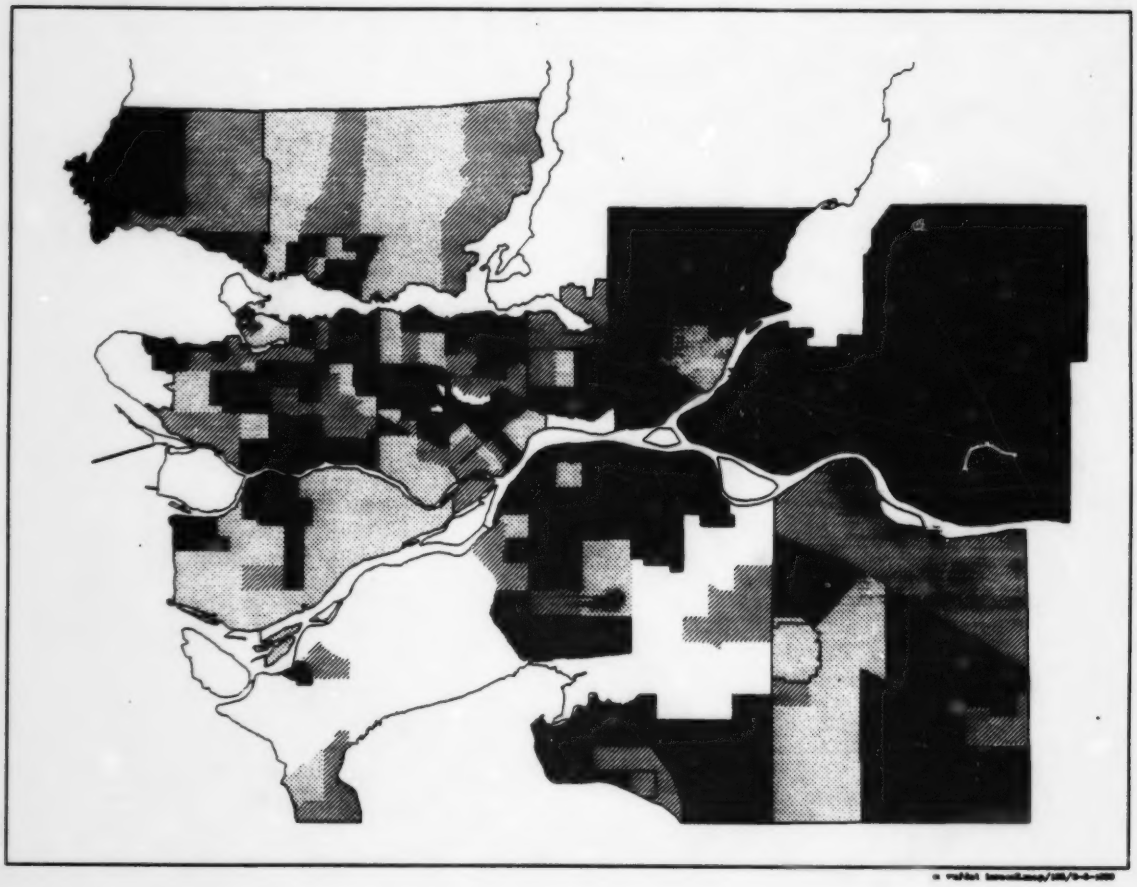
Quartile	Area Mean Score
first	1.200 - 2.600
second	2.601 - 2.923
third	2.924 - 3.200
fourth	3.201 - 4.800



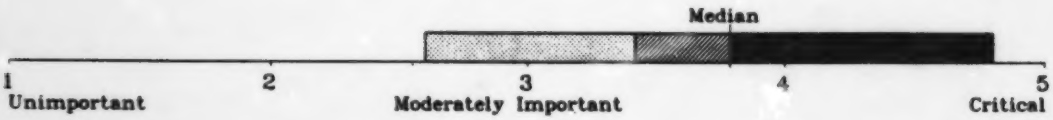
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 165

IMPORTANCE OF - IMPROVED BUS TRANSIT SERVICE



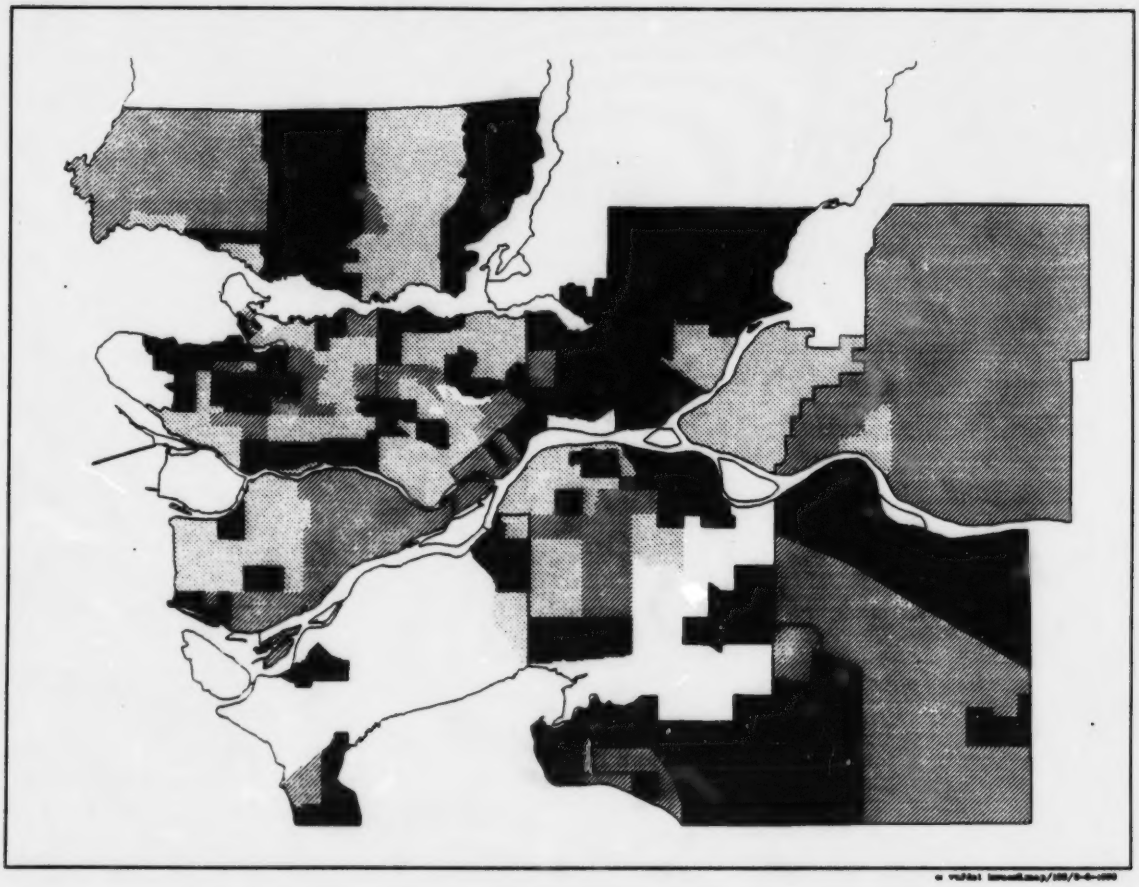
Quartile	Area Mean Score
first	2.600 - 3.417
second	3.418 - 3.786
third	3.787 - 4.000
fourth	4.001 - 4.800



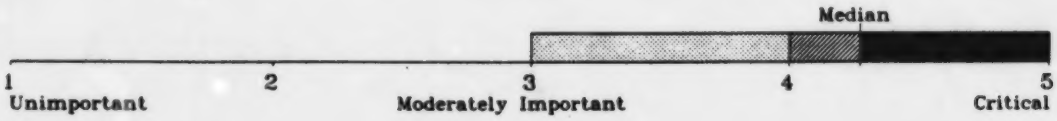
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 166

IMPORTANCE OF - AIR POLLUTION FROM AUTOS



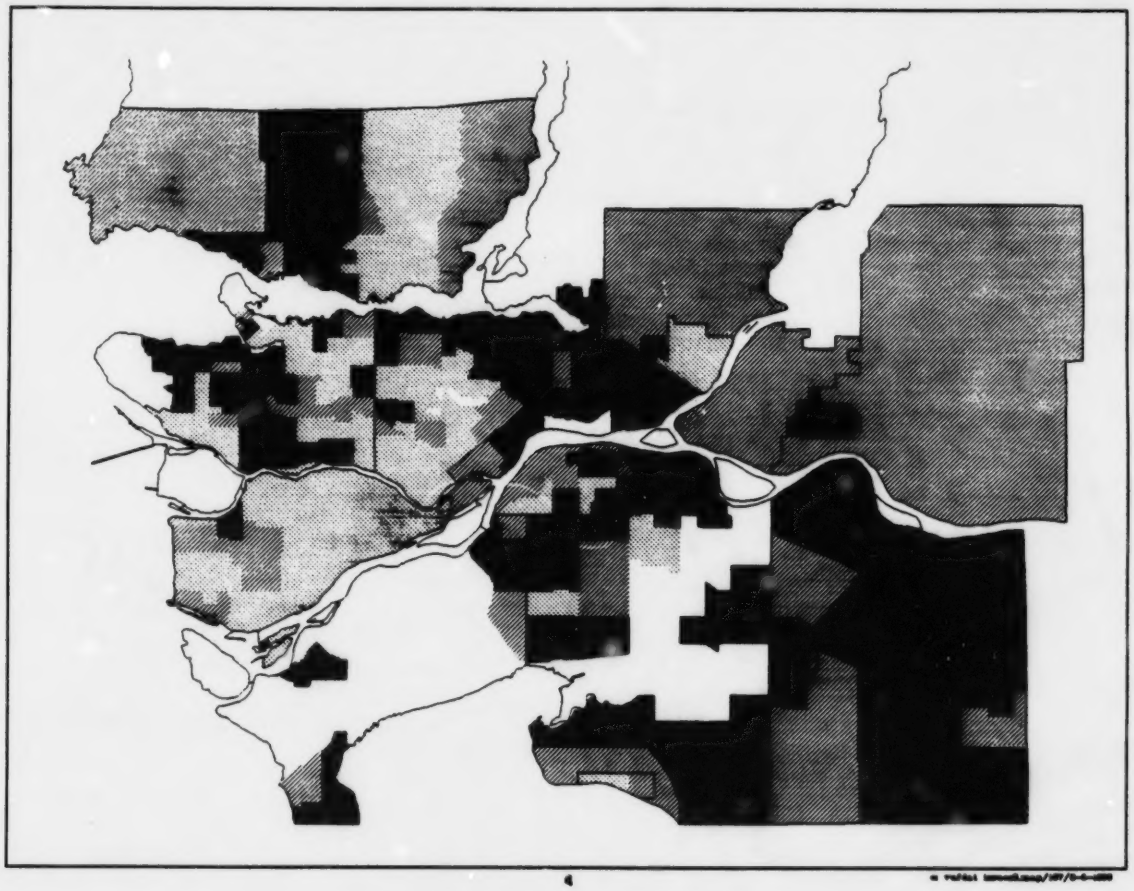
Quartile	Area Mean Score
first	3.000 - 4.000
second	4.001 - 4.273
third	4.274 - 4.533
fourth	4.534 - 5.000



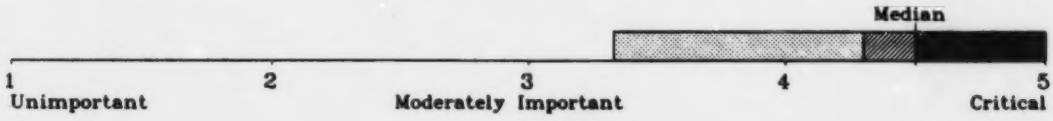
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 167

IMPORTANCE OF - AIR POLLUTION FROM INDUSTRY



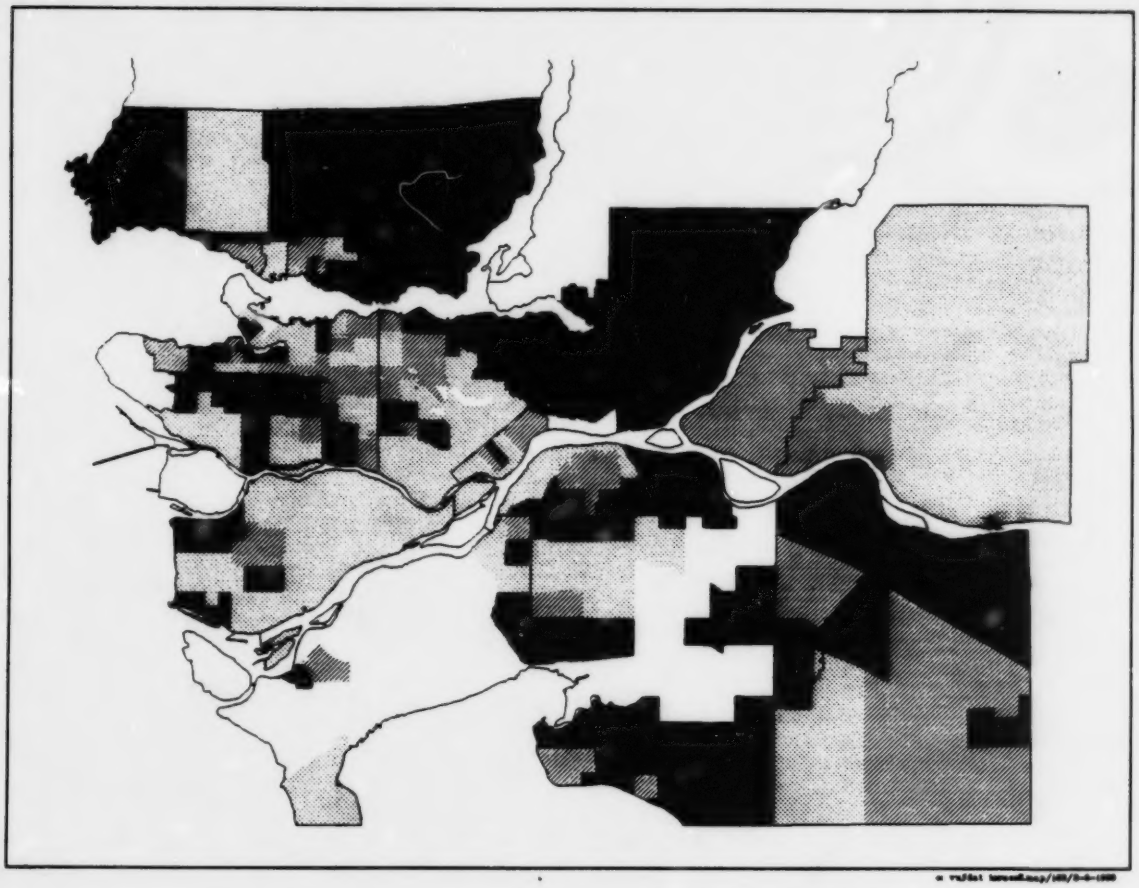
Quartile	Area Mean Score
first	3.330 - 4.300
second	4.301 - 4.500
third	4.501 - 4.700
fourth	4.701 - 5.000



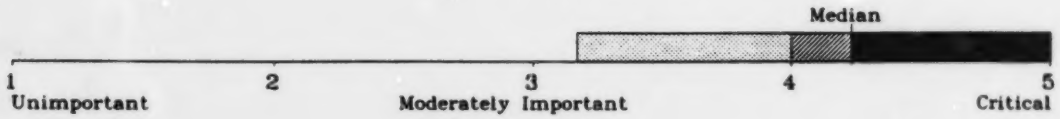
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 168

IMPORTANCE OF - PROTECTING THE FRASER RIVER ESTUARY



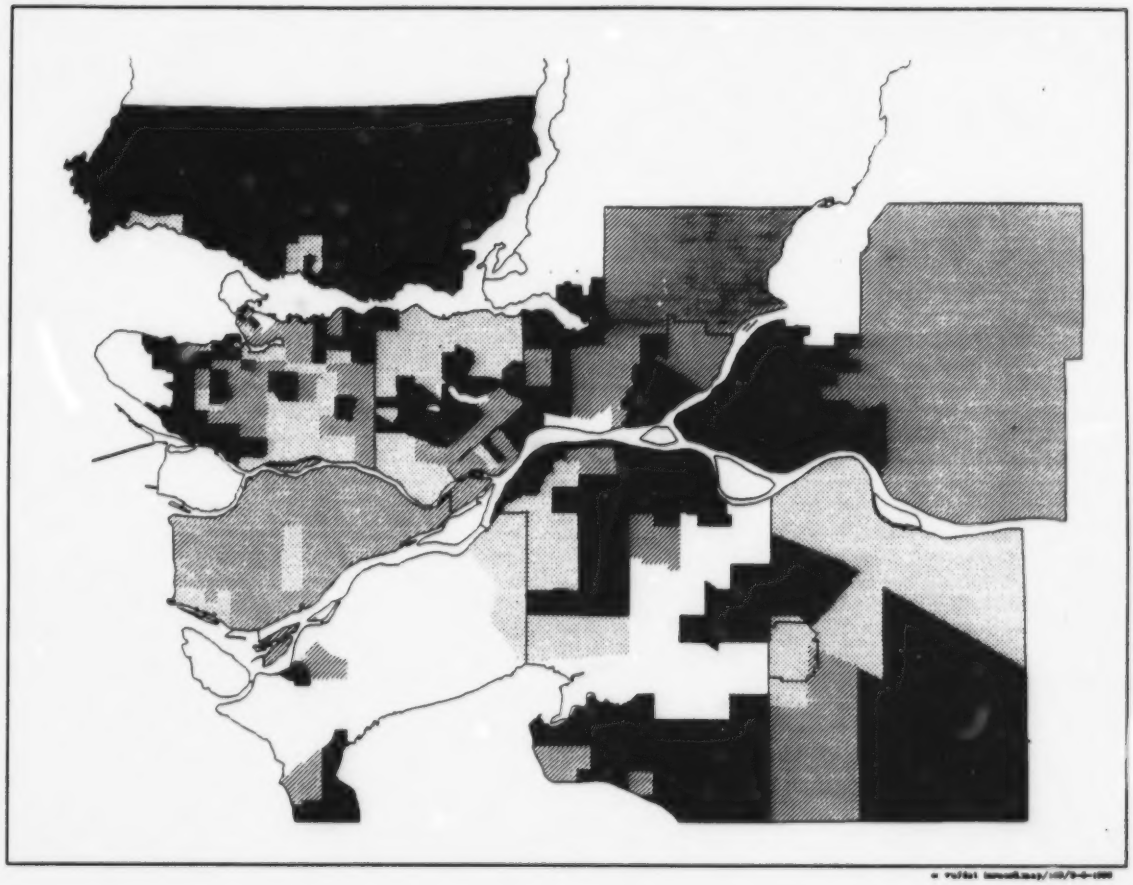
Quartile	Area Mean Score
first	3.170 - 4.000
second	4.001 - 4.231
third	4.232 - 4.583
fourth	4.584 - 5.000



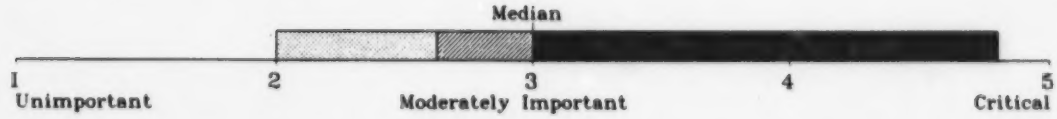
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 169

IMPORTANCE OF - VISUAL POLLUTION FROM SIGNS



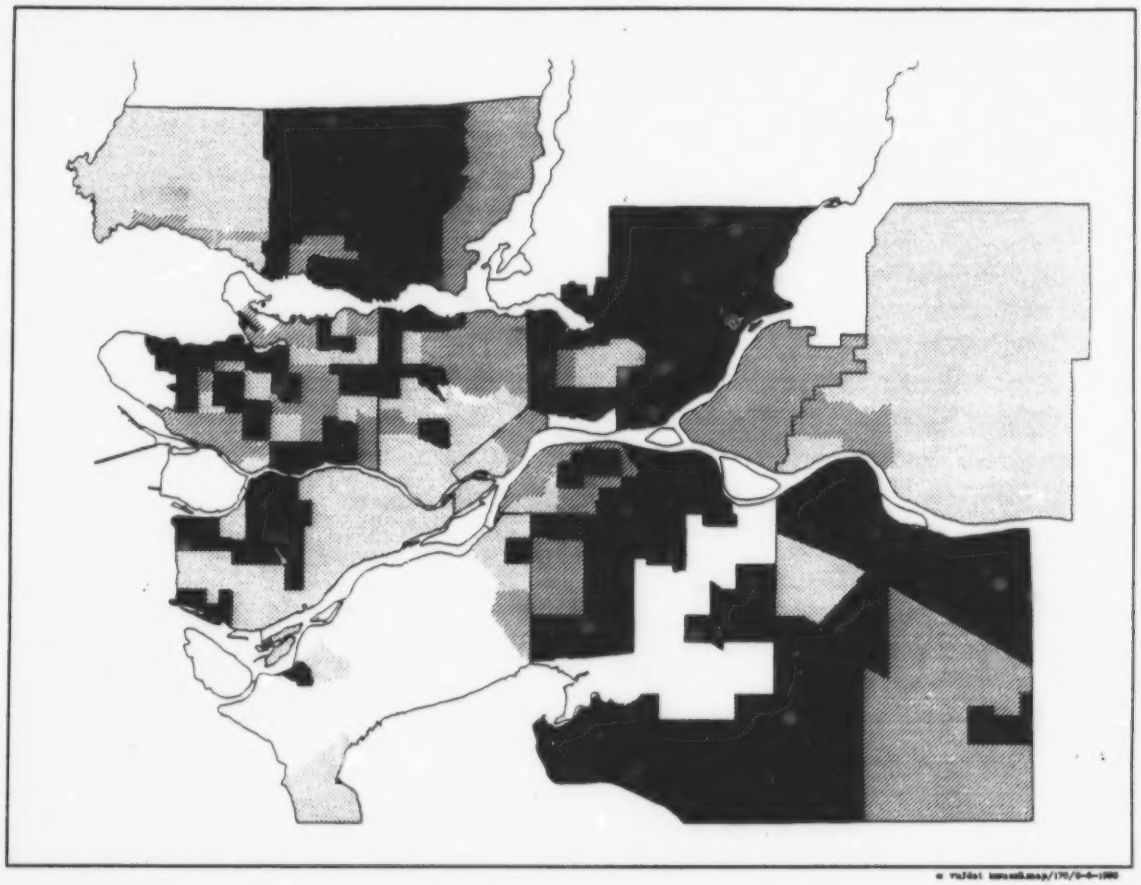
Quartile	Area Mean Score
first	2.000 - 2.625
second	2.626 - 3.000
third	3.001 - 3.333
fourth	3.334 - 4.800



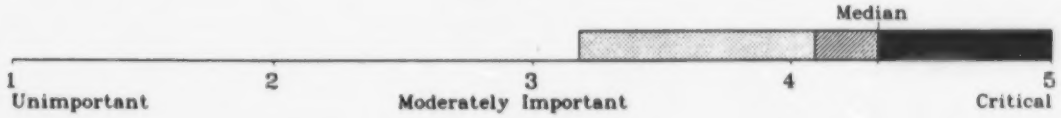
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 170

IMPORTANCE OF - GARBAGE RECYCLING



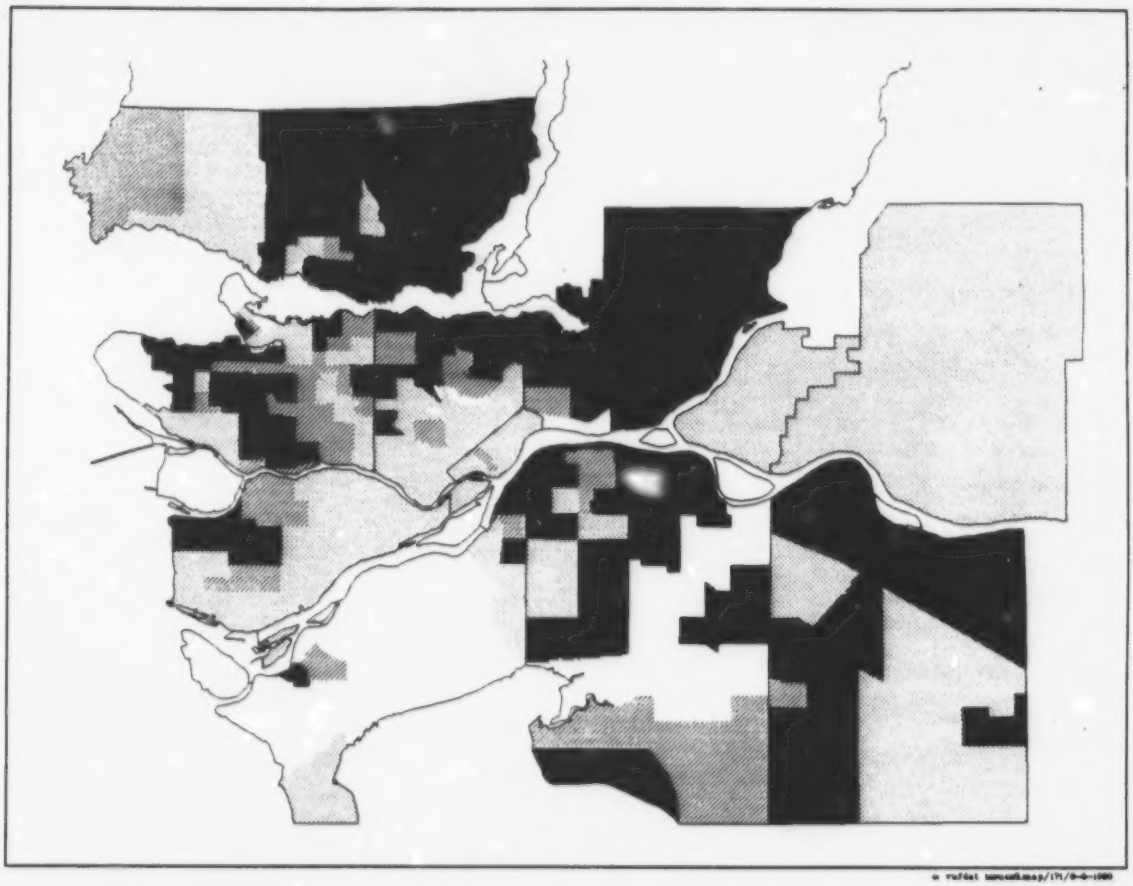
Quartile	Area Mean Score
first	3.180 - 4.091
second	4.092 - 4.333
third	4.334 - 4.571
fourth	4.572 - 5.000



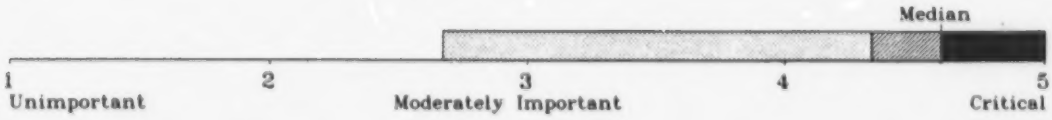
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 171

IMPORTANCE OF - HAZARDOUS WASTE DISPOSAL



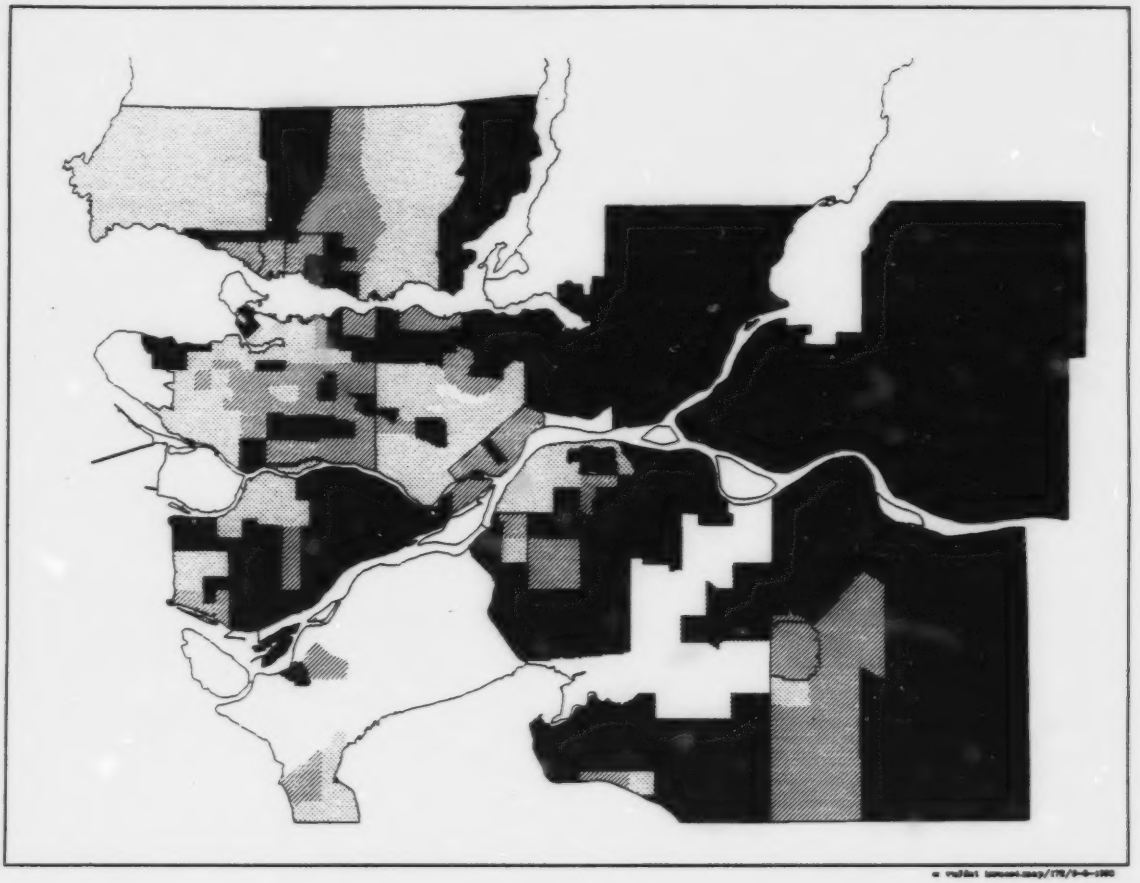
Quartile	Area Mean Score
first	2.670 - 4.333
second	4.334 - 4.600
third	4.601 - 4.800
fourth	4.801 - 5.000



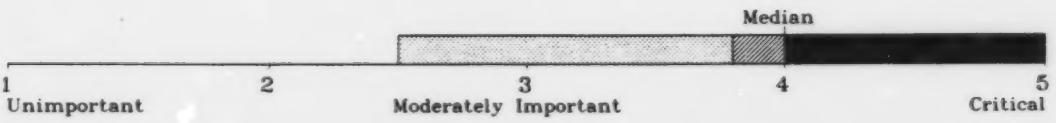
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 172

IMPORTANCE OF - TRAFFIC CONGESTION



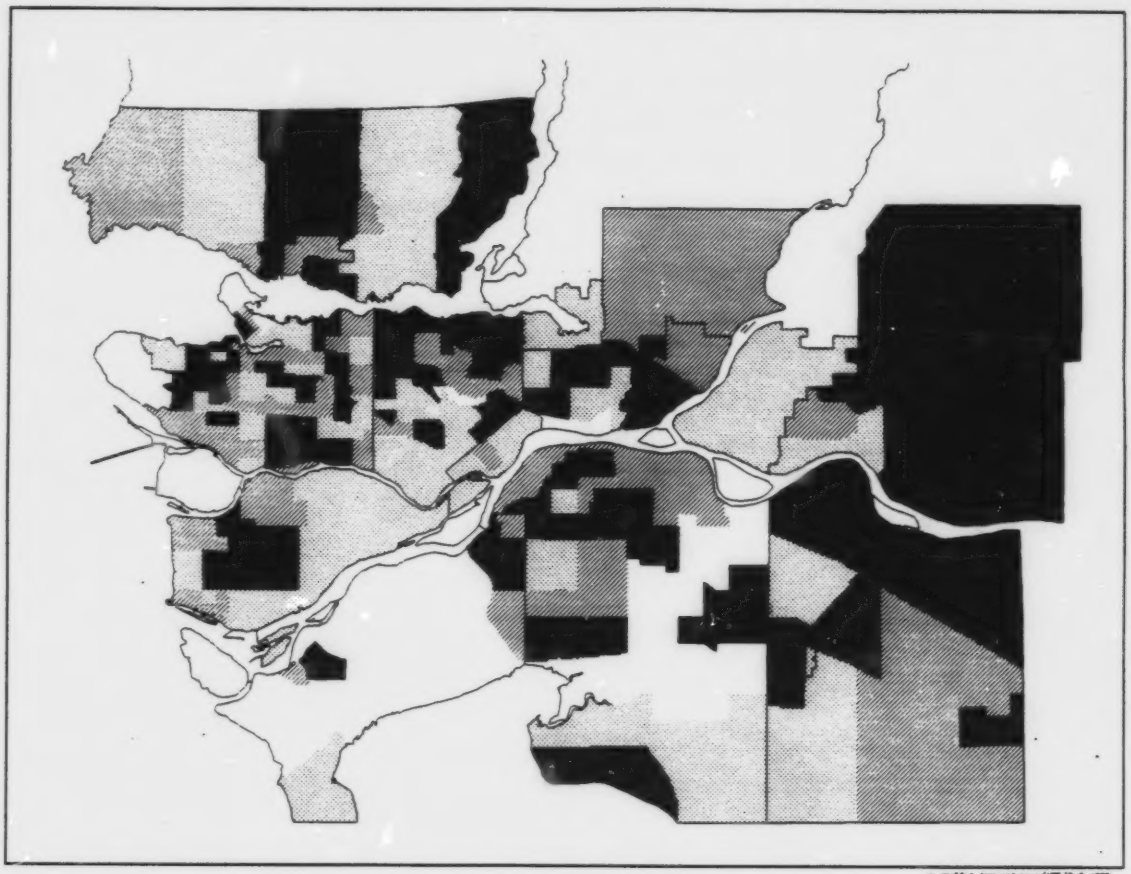
Quartile	Area Mean Score
first	2.500 - 3.800
second	3.801 - 4.000
third	4.001 - 4.300
fourth	4.301 - 5.000



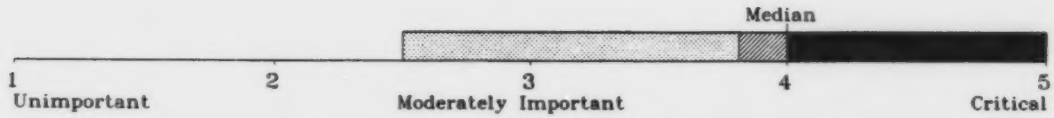
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 173

IMPORTANCE OF - PROVIDING ASSISTANCE TO THE HOMELESS



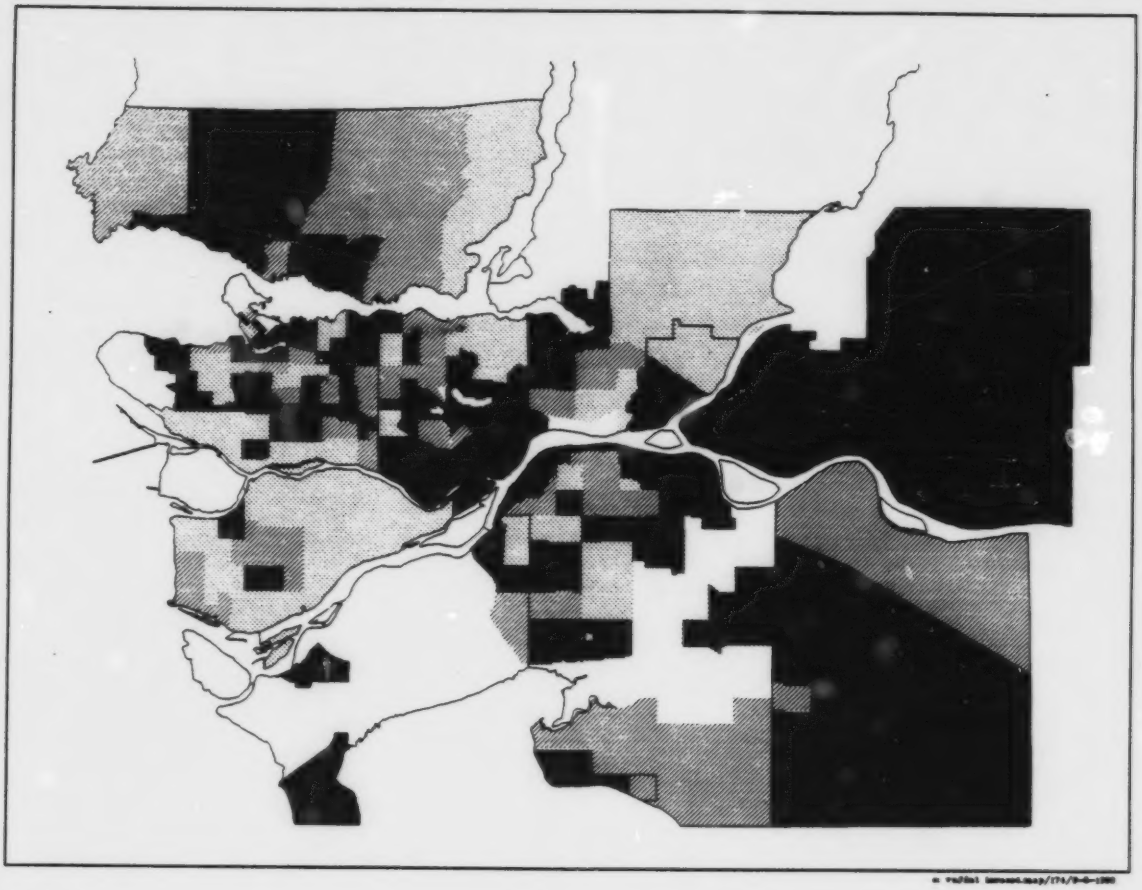
Quartile	Area Mean Score
first	2.500 - 3.813
second	3.814 - 4.000
third	4.001 - 4.250
fourth	4.251 - 5.000



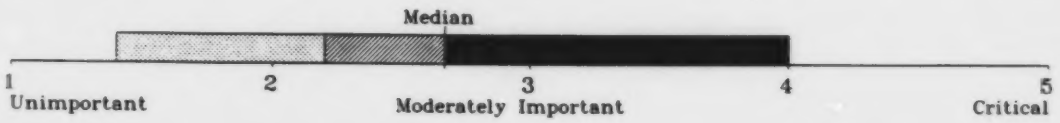
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 174

IMPORTANCE OF - UNFRIENDLINESS OF CITY LIFE



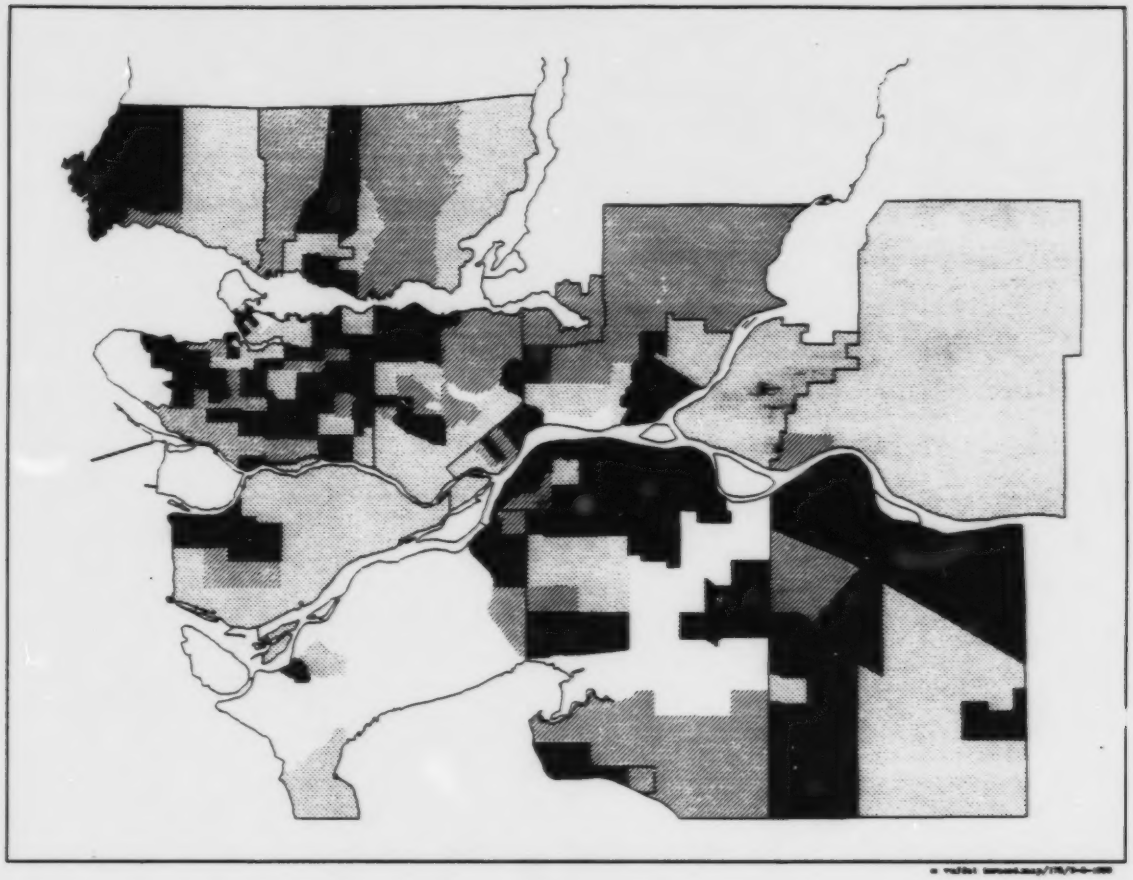
Quartile	Area Mean Score
first	1.400 - 2.200
second	2.201 - 2.667
third	2.668 - 3.000
fourth	3.001 - 4.000



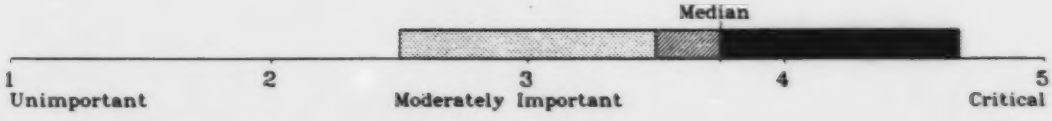
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 175

IMPORTANCE OF - QUALITY OF MUNICIPAL GOVERNMENT



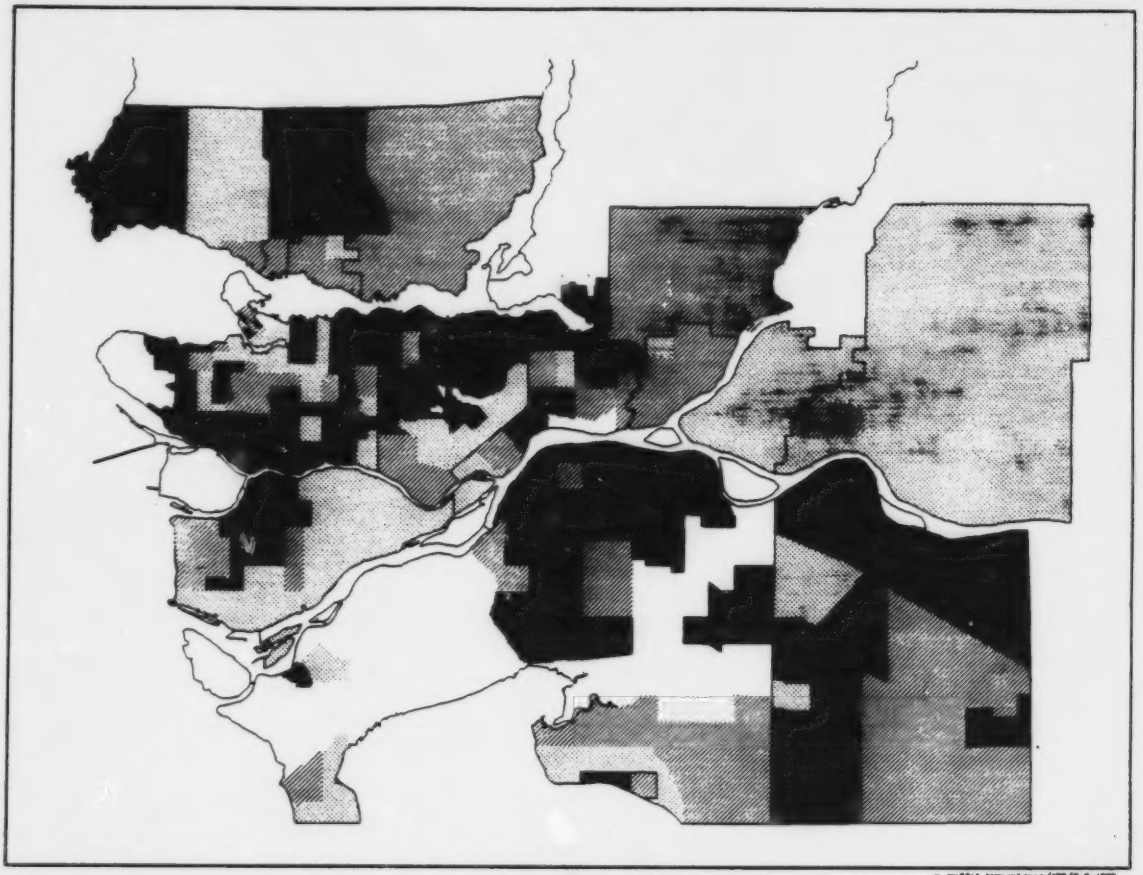
Quartile	Area Mean Score
first	2.500 - 3.500
second	3.501 - 3.750
third	3.751 - 4.000
fourth	4.001 - 4.670



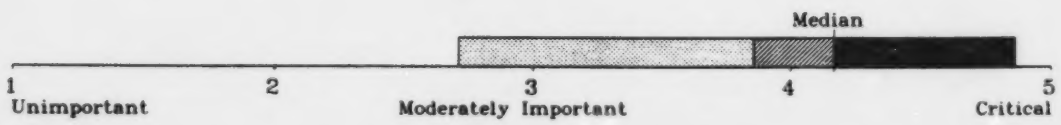
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 176

IMPORTANCE OF - CRIME



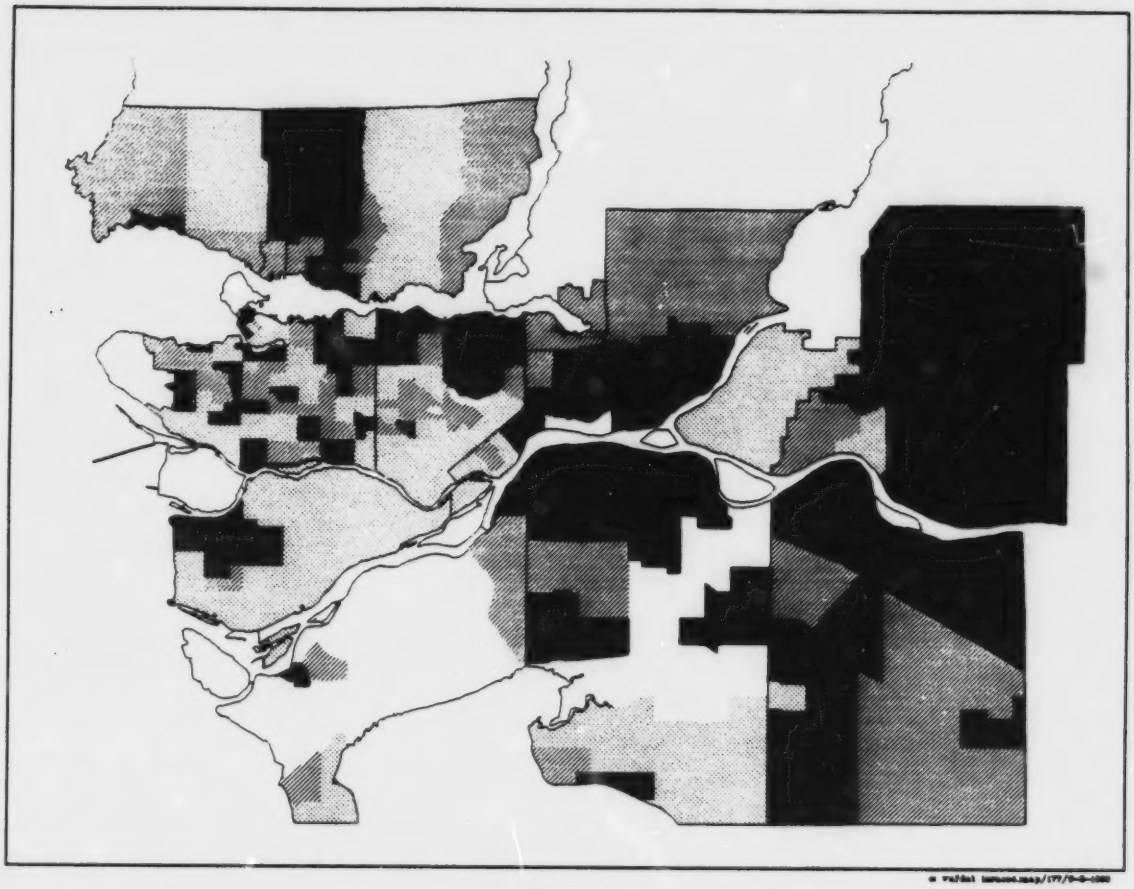
Quartile	Area Mean Score
first	2.710 - 3.857
second	3.858 - 4.167
third	4.168 - 4.400
fourth	4.401 - 4.860



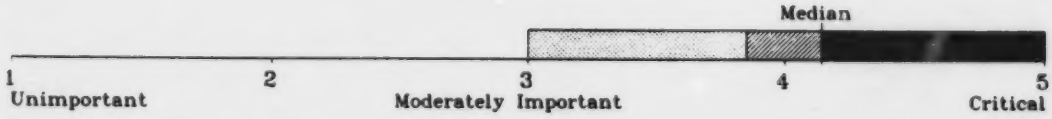
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 177

IMPORTANCE OF - DISHONESTY IN GOVERNMENT AND BUSINESS



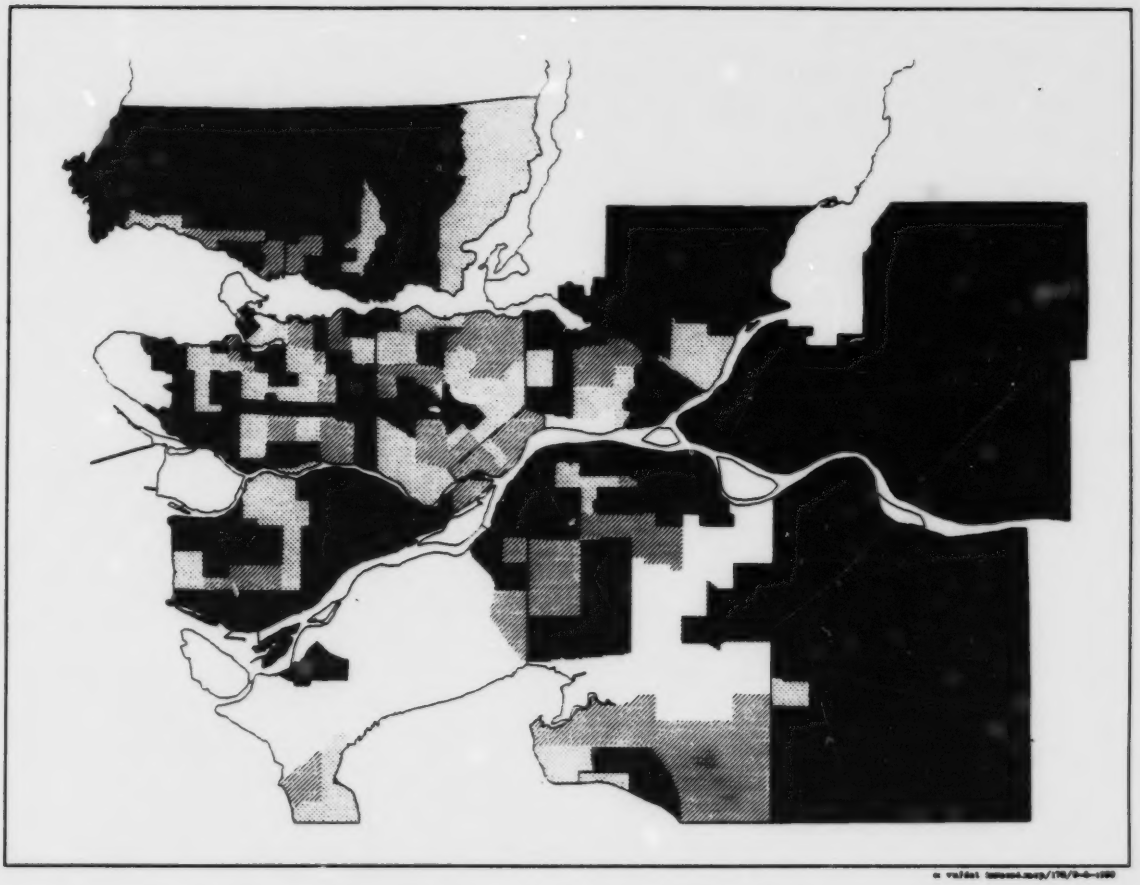
Quartile	Area Mean Score
first	3.000 - 3.852
second	3.853 - 4.143
third	4.144 - 4.400
fourth	4.401 - 5.000



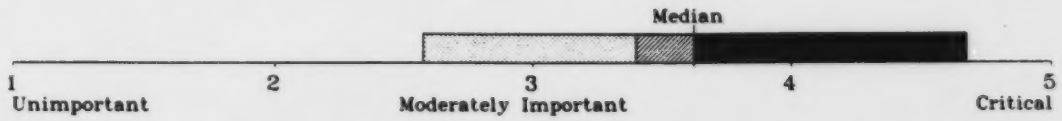
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 178

IMPORTANCE OF - CURRICULUM PROBLEMS IN PUBLIC SCHOOLS



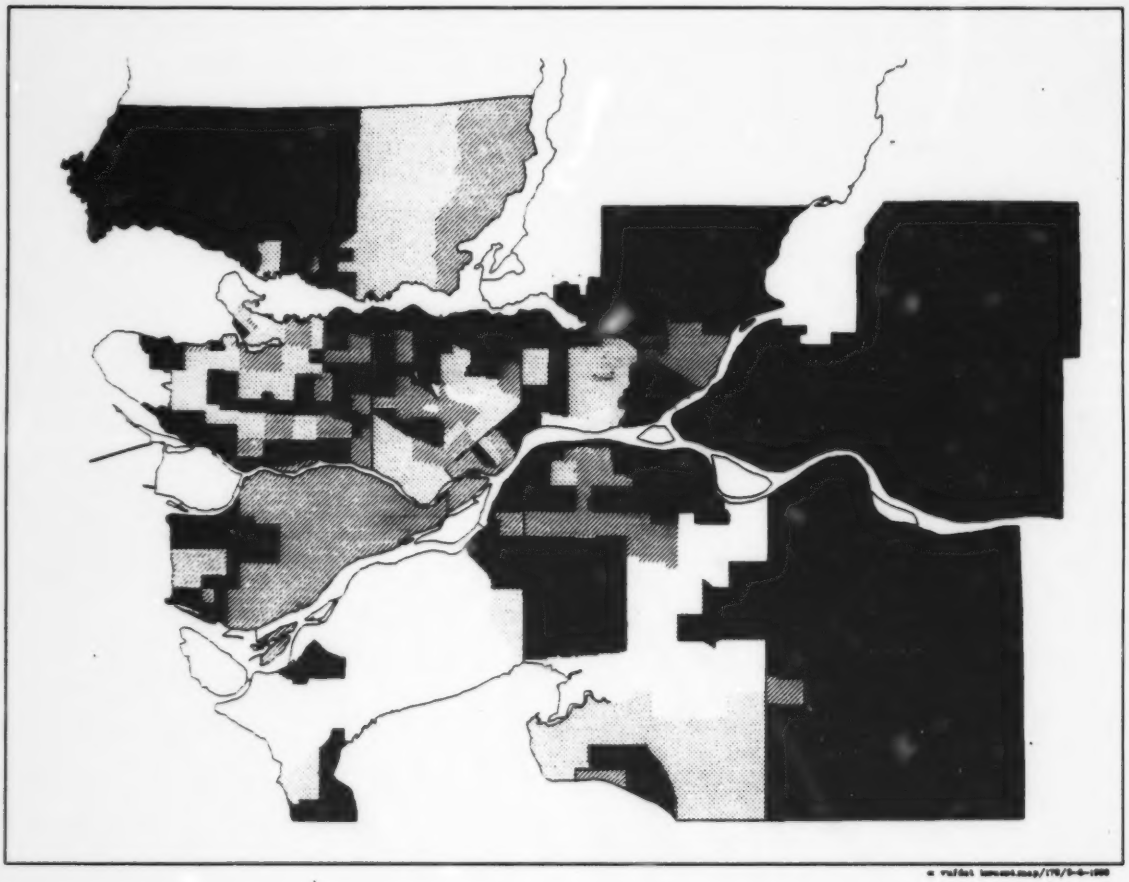
Quartile	Area Mean Score
first	2.570 - 3.400
second	3.401 - 3.625
third	3.626 - 3.923
fourth	3.924 - 4.670



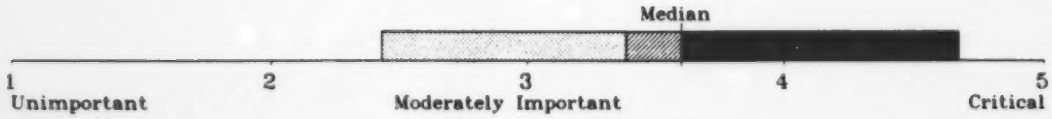
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 179

IMPORTANCE OF - BEHAVIOUR PROBLEMS IN PUBLIC SCHOOLS



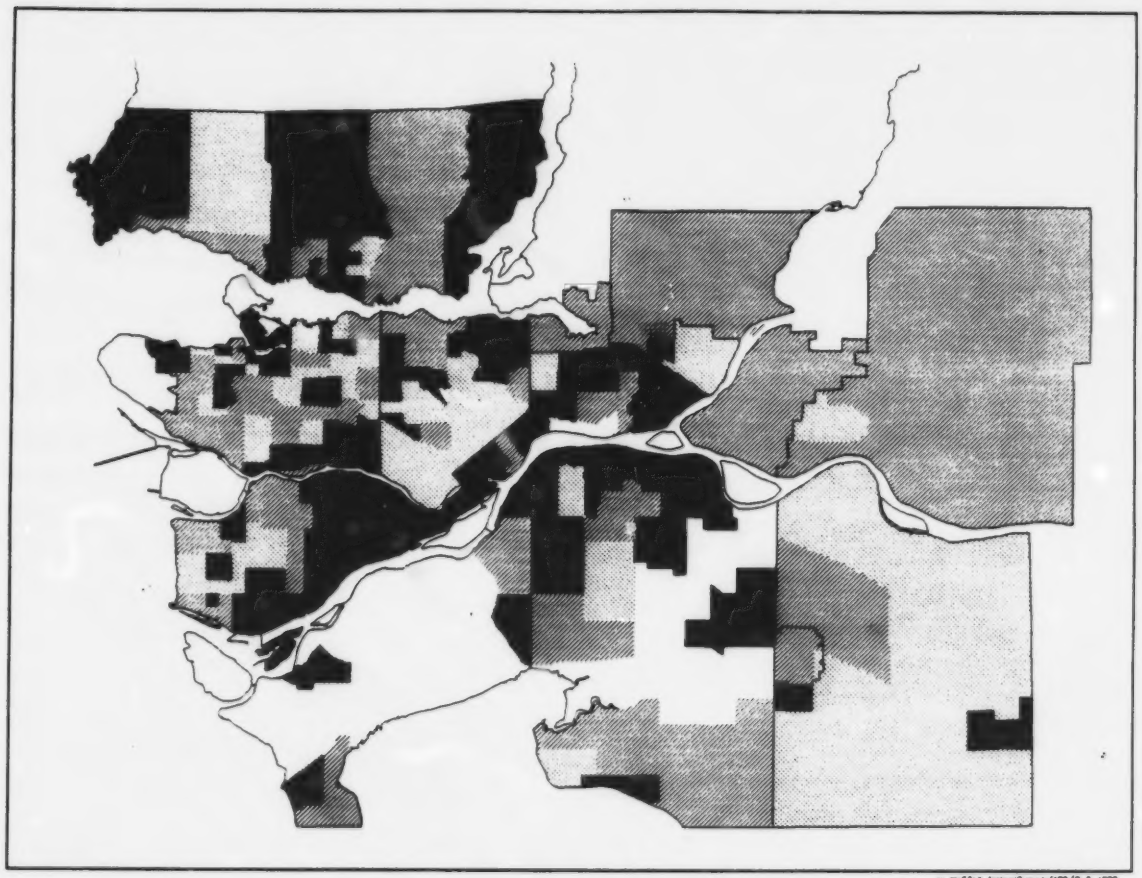
Quartile	Area Mean Score
first	2.430 - 3.385
second	3.386 - 3.600
third	3.601 - 3.923
fourth	3.924 - 4.670



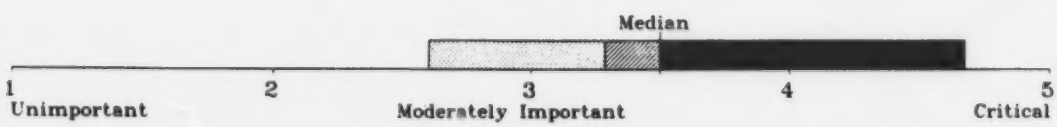
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 180

IMPORTANCE OF - PROVISION OF WELFARE SERVICES



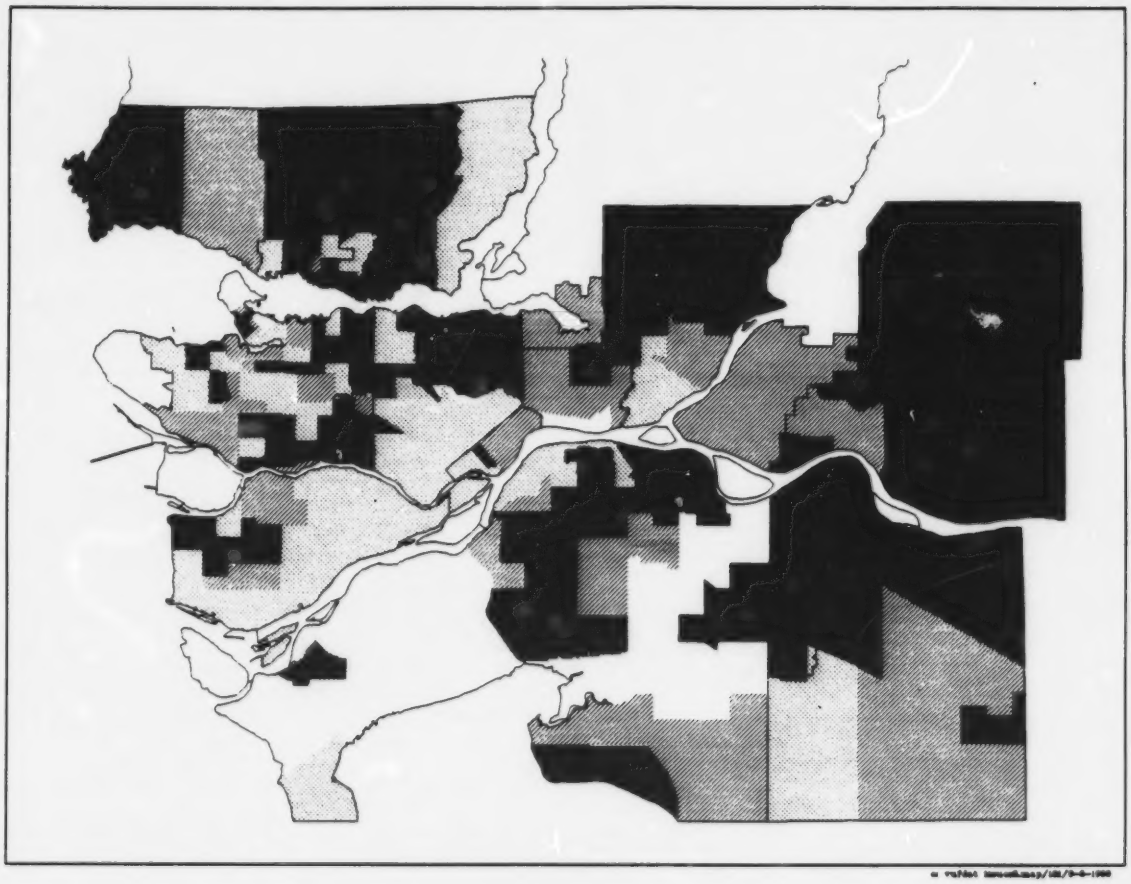
Quartile	Area Mean Score
first	2.600 - 3.286
second	3.287 - 3.500
third	3.501 - 3.750
fourth	3.751 - 4.670



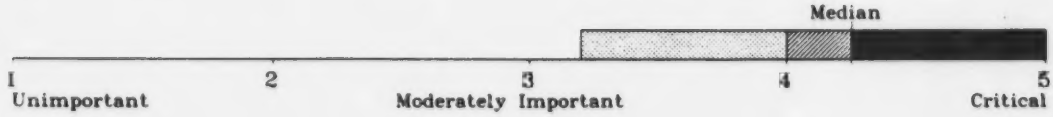
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 181

IMPORTANCE OF - PROVISION OF HEALTH CARE



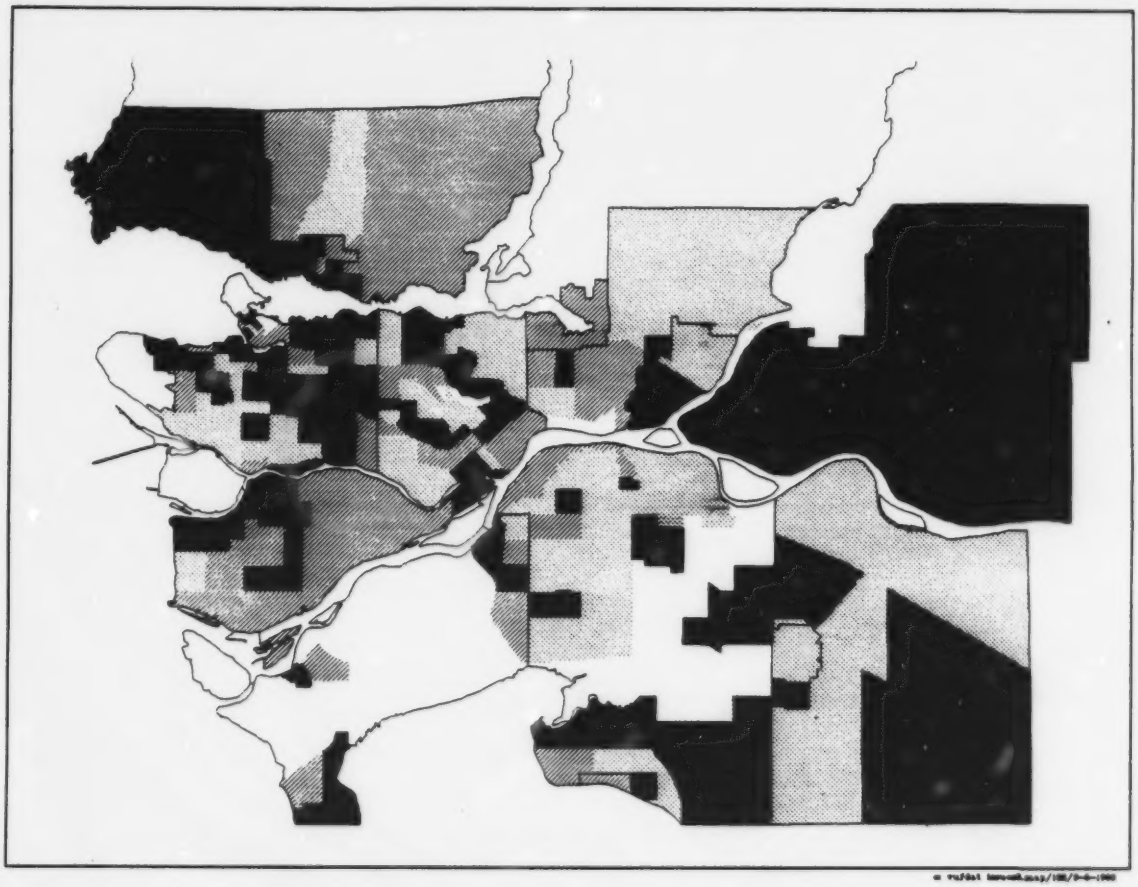
Quartile	Area Mean Score
first	3.200 - 4.000
second	4.001 - 4.250
third	4.251 - 4.444
fourth	4.445 - 5.000



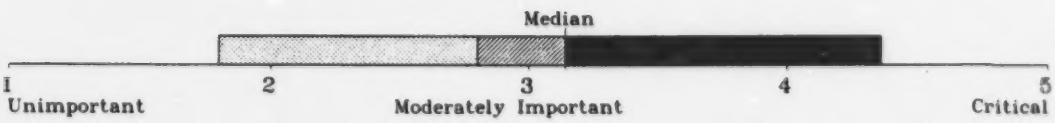
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 182

IMPORTANCE OF - MINORITY GROUPS



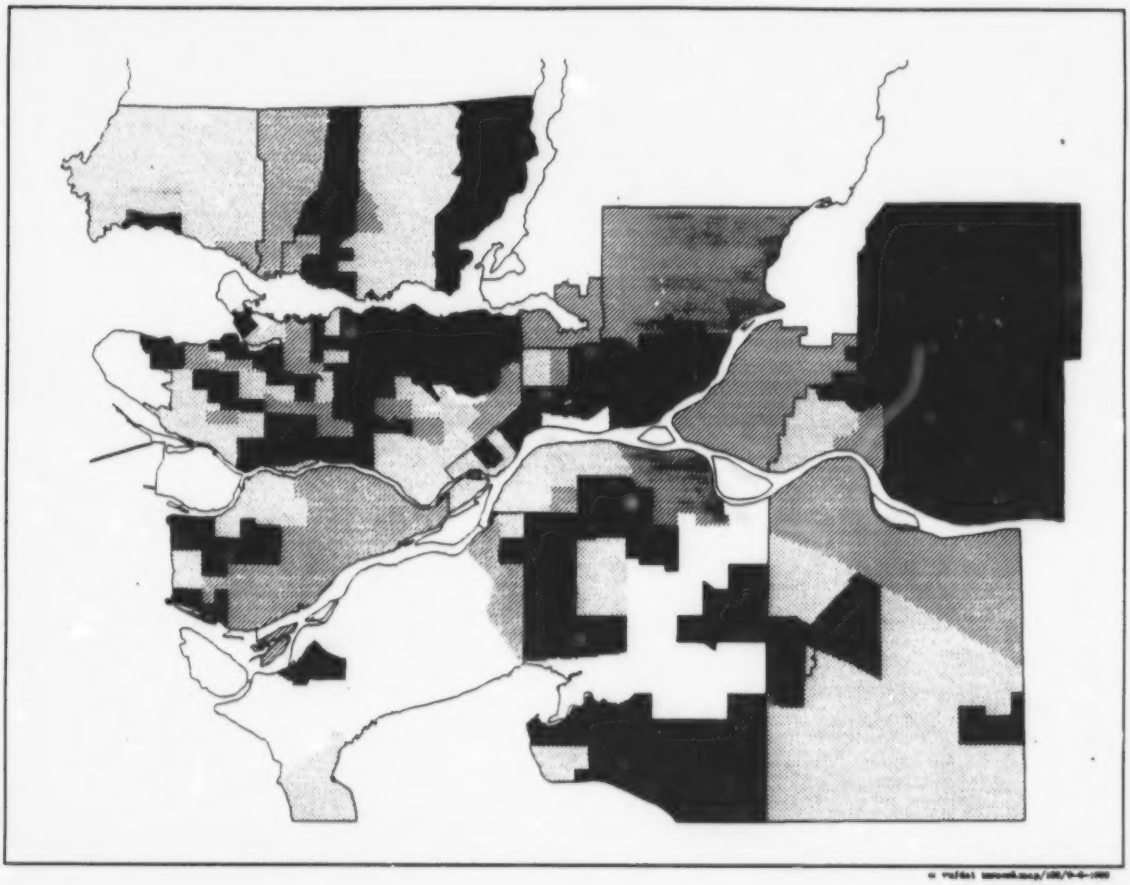
Quartile	Area Mean Score
first	1.800 - 2.800
second	2.801 - 3.143
third	3.144 - 3.429
fourth	3.430 - 4.360



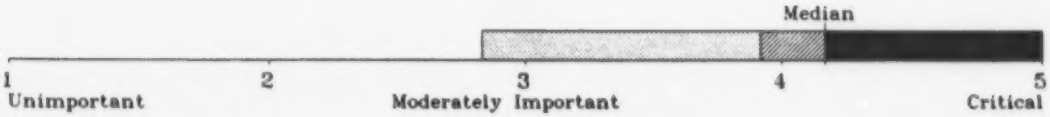
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 183

IMPORTANCE OF - AFFORDABLE HOUSING



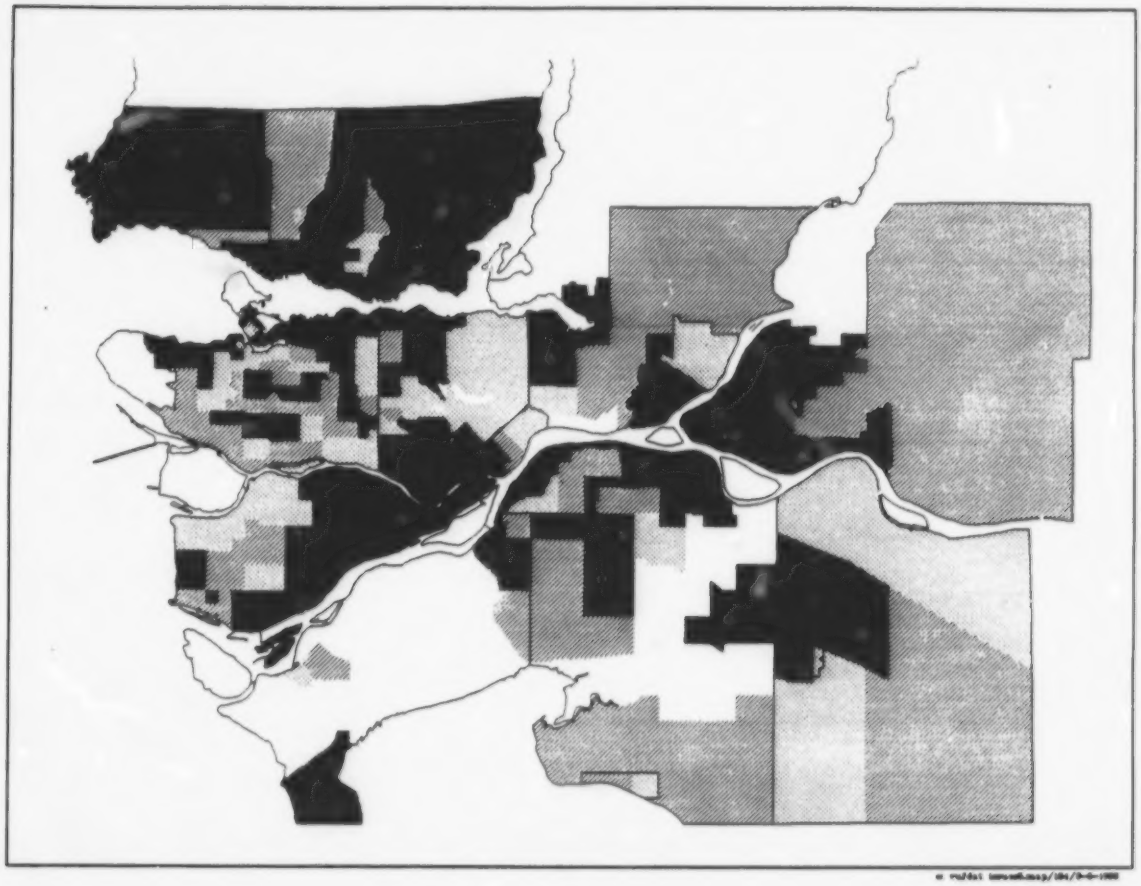
Quartile	Area Mean Score
first	2.830 - 3.917
second	3.918 - 4.167
third	4.168 - 4.400
fourth	4.401 - 5.000



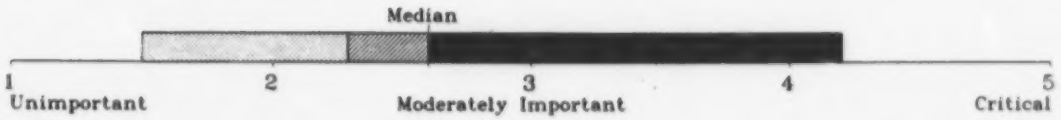
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 184

IMPORTANCE OF - COUNTER-CULTURE MOVEMENTS



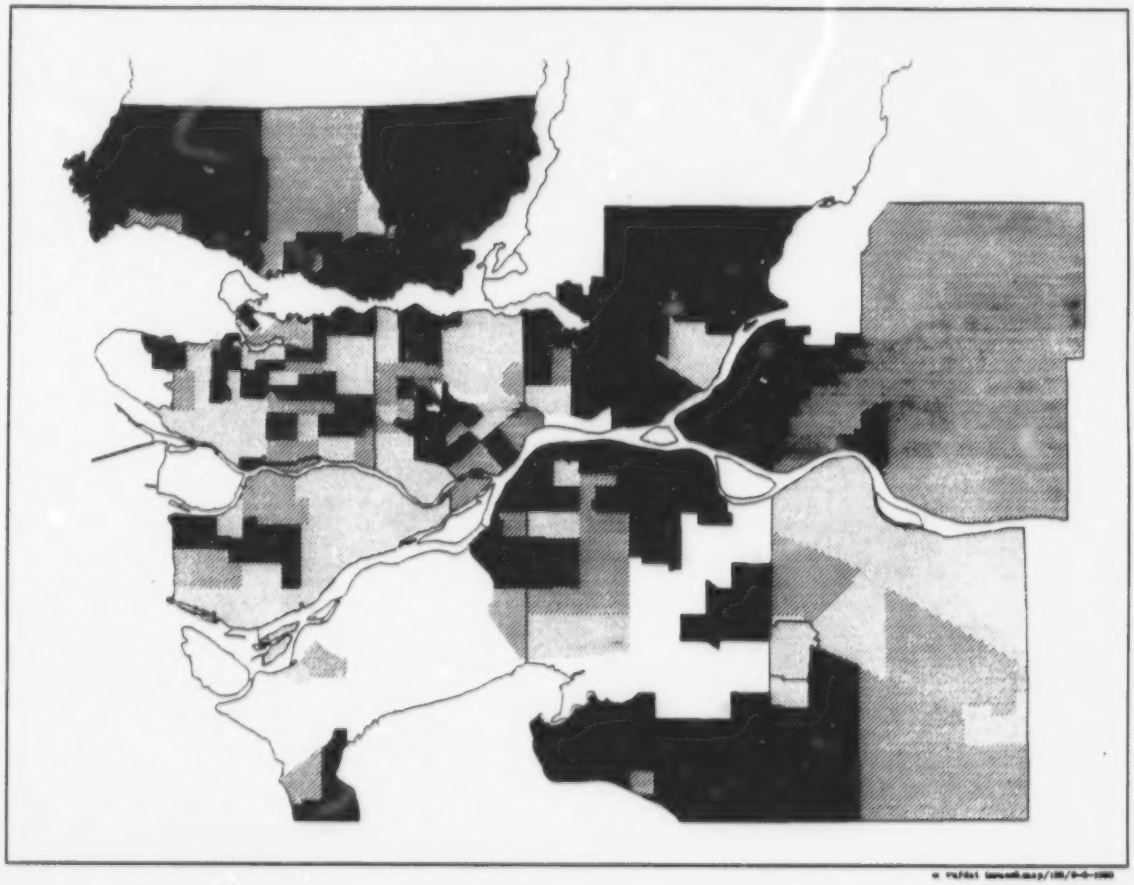
Quartile	Area Mean Score
first	1.500 - 2.286
second	2.287 - 2.600
third	2.601 - 2.857
fourth	2.858 - 4.200



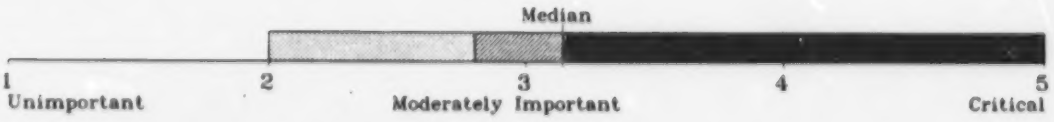
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 185

IMPORTANCE OF - DEVELOPING MORE PUBLIC PARKS



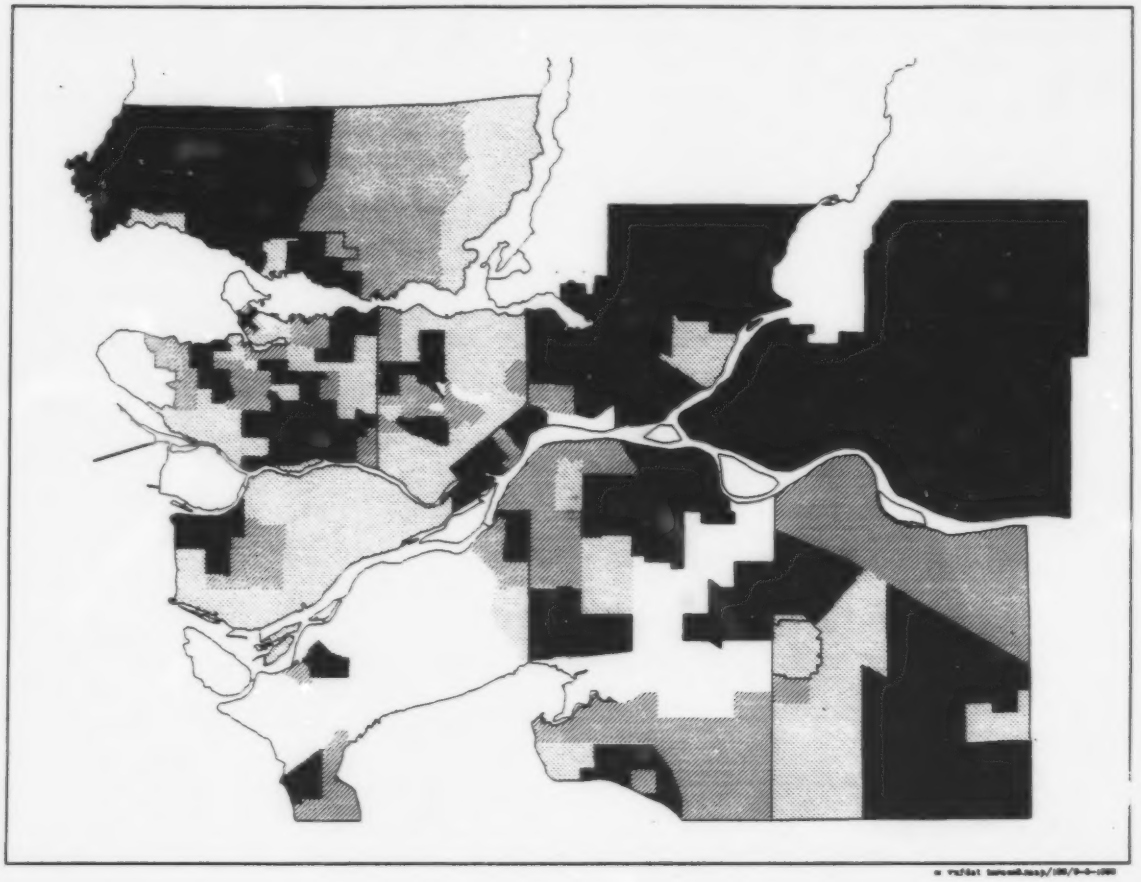
Quartile	Area Mean Score
first	2.000 - 2.800
second	2.801 - 3.143
third	3.144 - 3.500
fourth	3.501 - 5.000



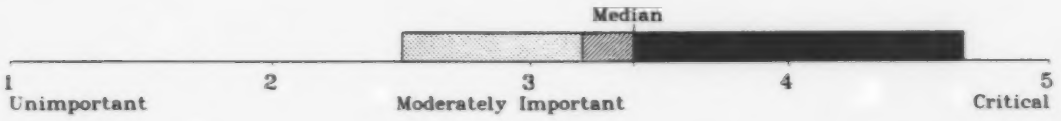
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 – QUESTION 186

IMPORTANCE OF – PROMOTING COMPREHENSIVE SOCIAL PLANNING



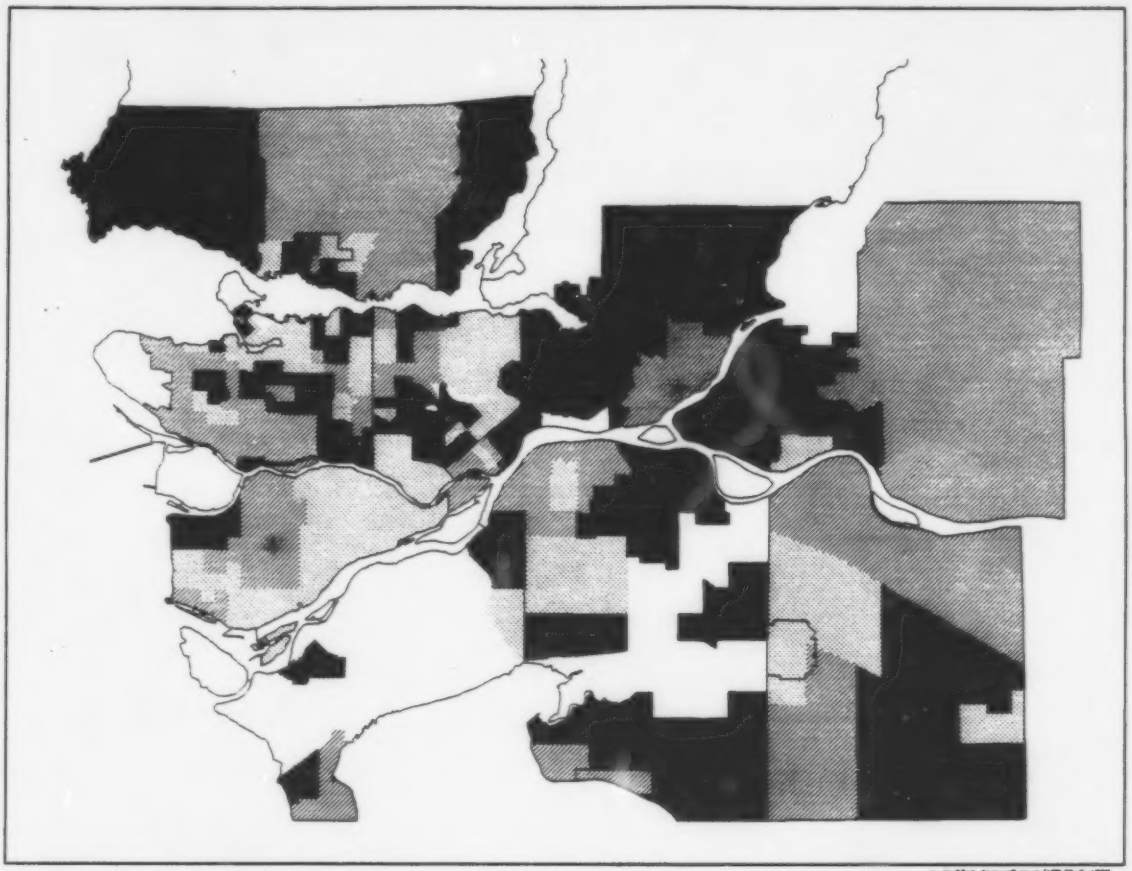
Quartile	Area Mean Score
first	2.500 – 3.200
second	3.201 – 3.400
third	3.401 – 3.714
fourth	3.715 – 4.670



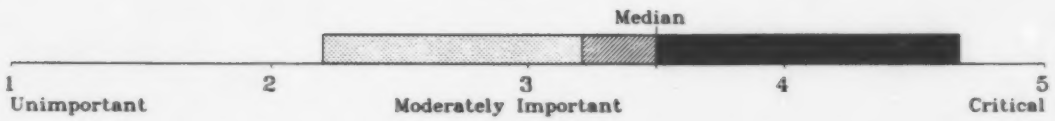
Note: Respondents answered this question using a five point scale of importance:
1 – Not Important 2 – Slightly 3 – Moderately 4 – Very Important 5 – Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 187

IMPORTANCE OF - PROMOTING COMPREHENSIVE PHYSICAL PLANNING



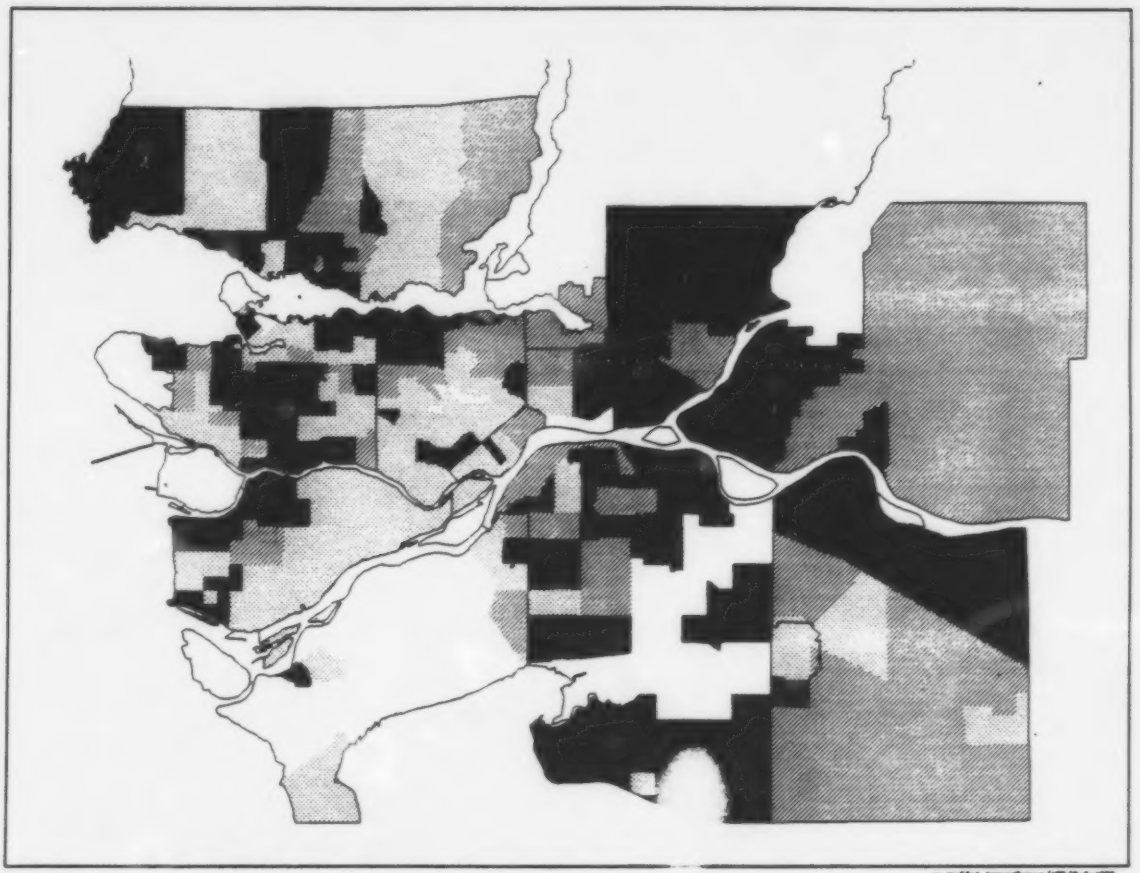
Quartile	Area Mean Score
first	2.200 - 3.211
second	3.212 - 3.500
third	3.501 - 3.786
fourth	3.787 - 4.670



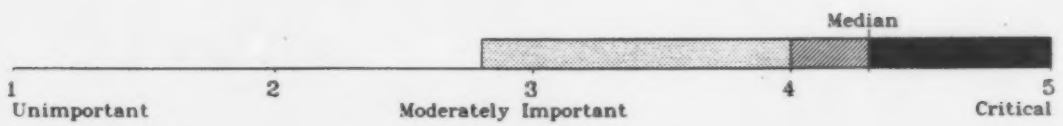
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 188

IMPORTANCE OF - PRESERVING THE NATURAL ENVIRONMENT



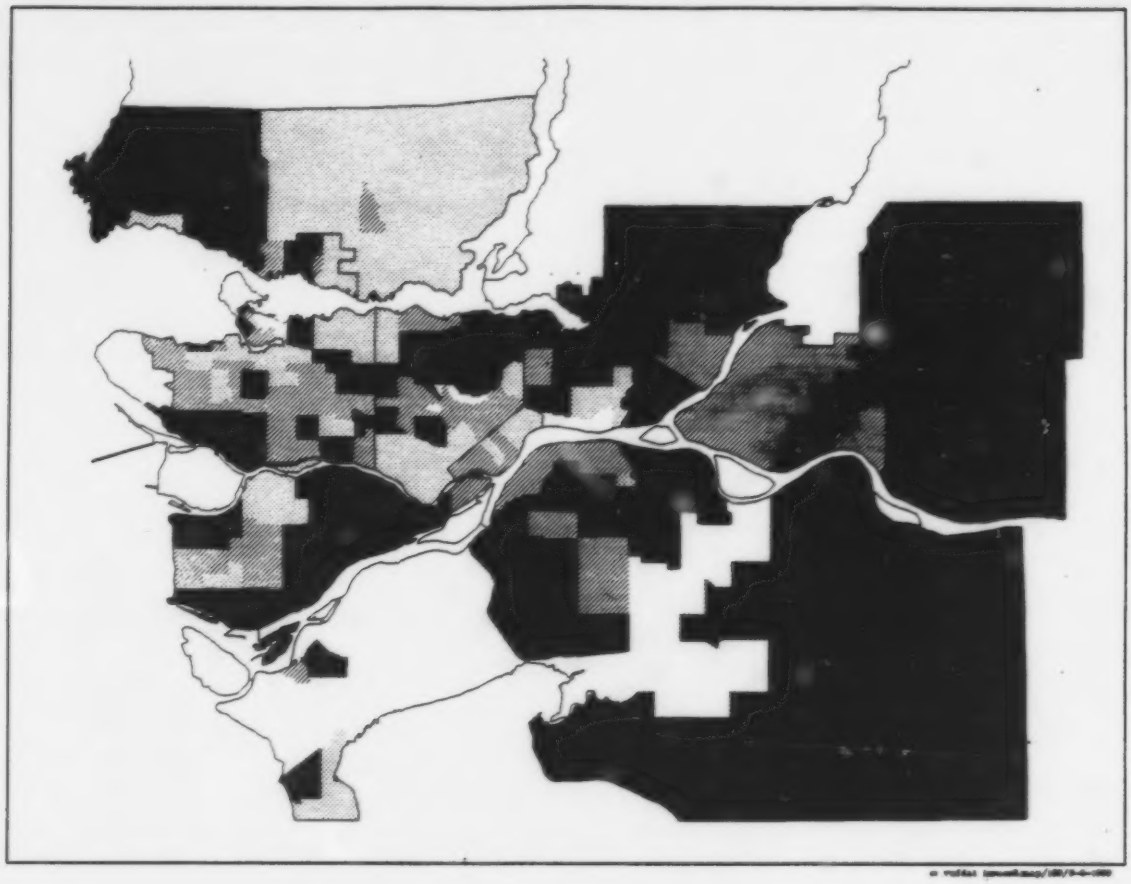
Quartile	Area Mean Score
first	2.800 - 4.000
second	4.001 - 4.300
third	4.301 - 4.571
fourth	4.572 - 5.000



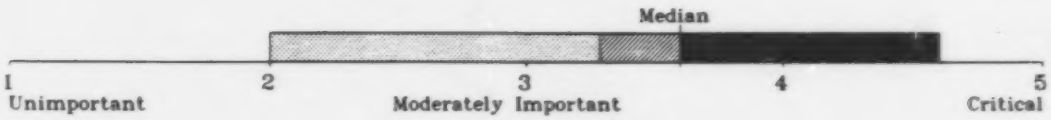
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 189

IMPORTANCE OF - STIMULATING ECONOMIC DEVELOPMENT



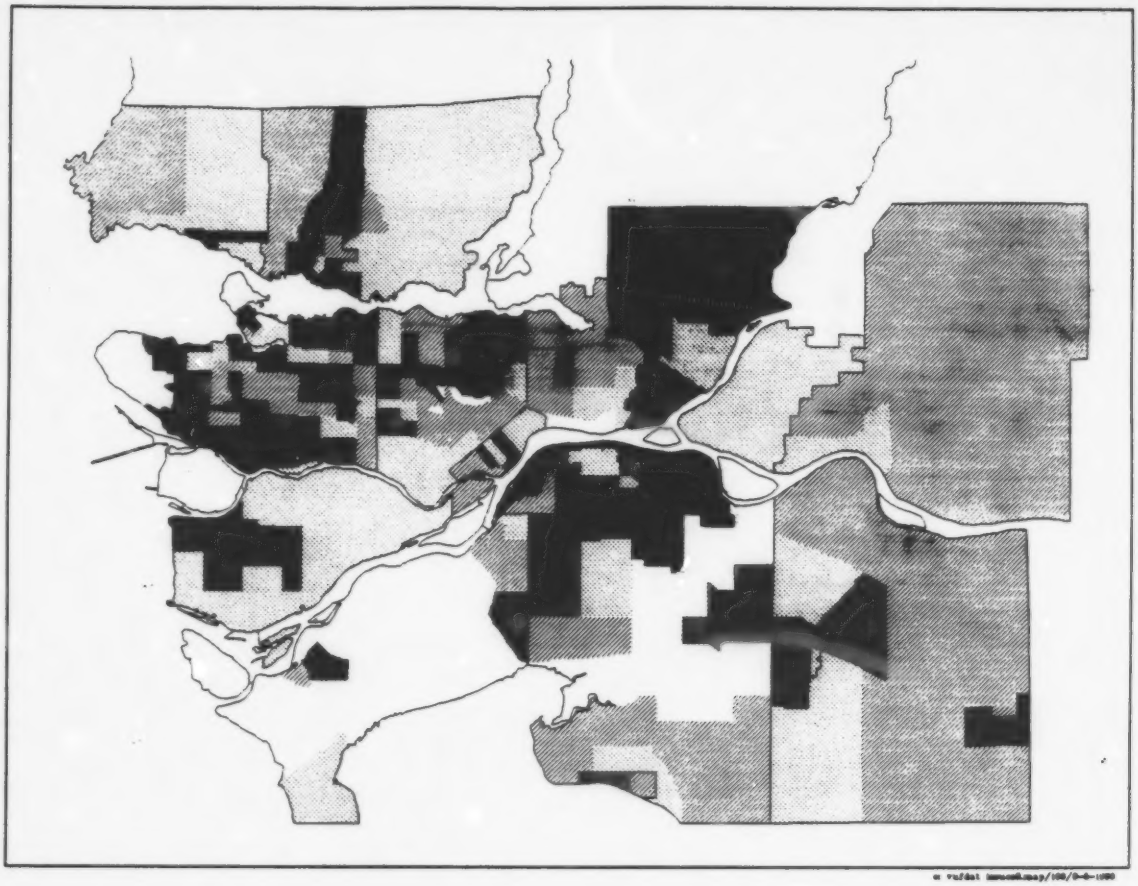
Quartile	Area Mean Score
first	2.000 - 3.286
second	3.287 - 3.600
third	3.601 - 3.842
fourth	3.843 - 4.600



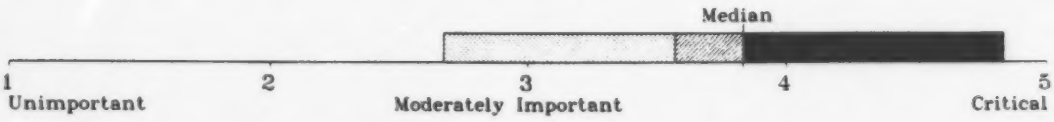
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 190

IMPORTANCE OF - INCREASING THE HOUSING SUPPLY



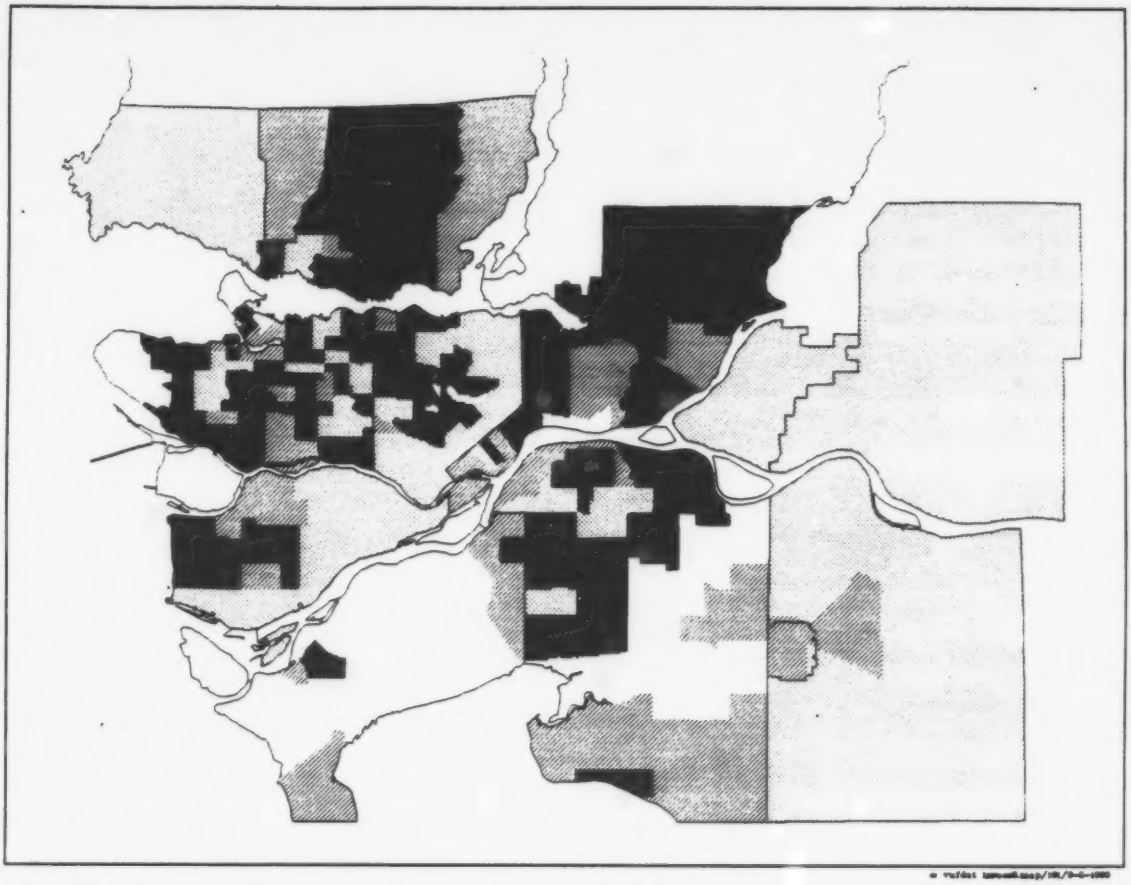
Quartile	Area Mean Score
first	2.670 - 3.571
second	3.572 - 3.833
third	3.834 - 4.143
fourth	4.144 - 4.830



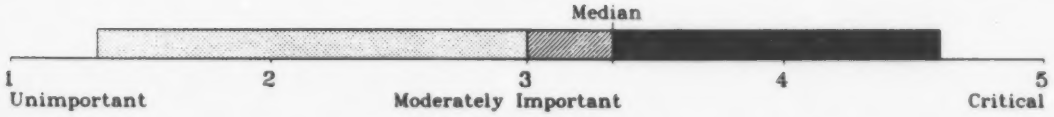
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 191

IMPORTANCE OF - EARTHQUAKE SAFETY



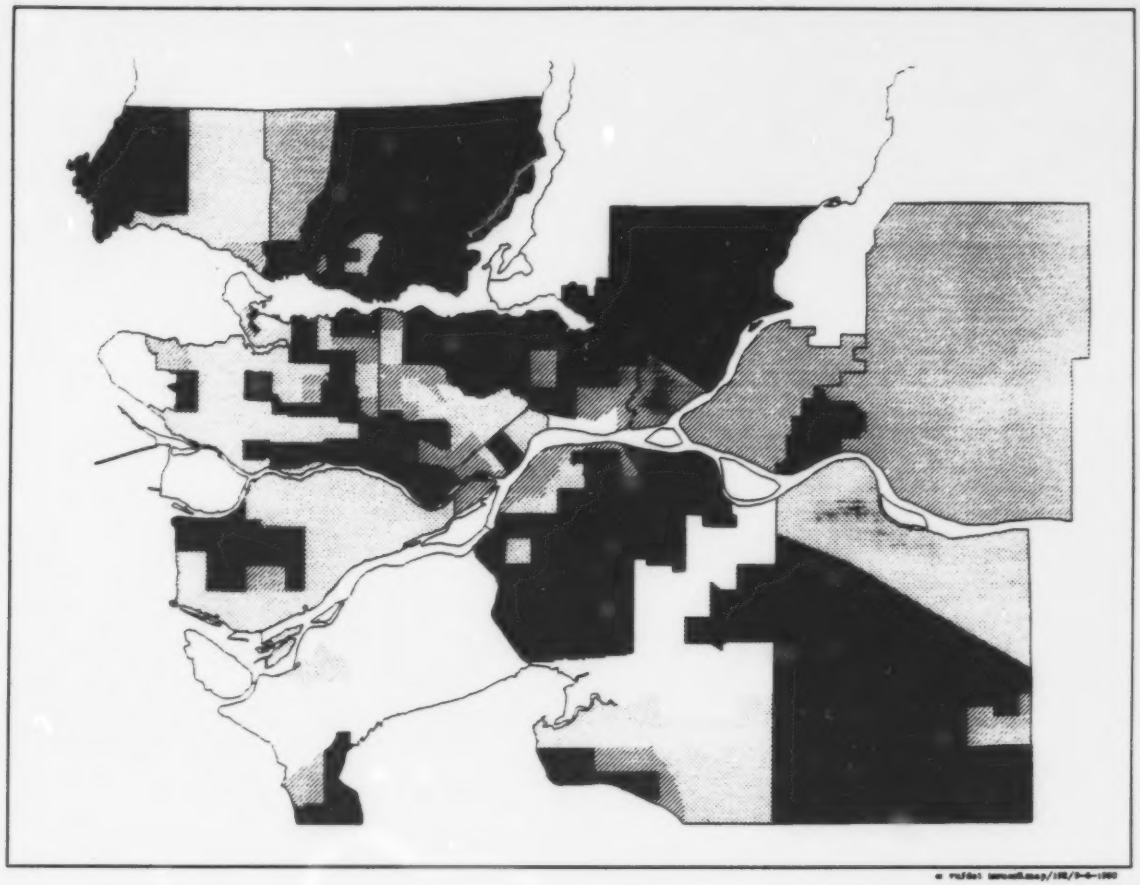
Quartile	Area Mean Score
first	1.330 - 3.000
second	3.001 - 3.333
third	3.334 - 3.667
fourth	3.668 - 4.600



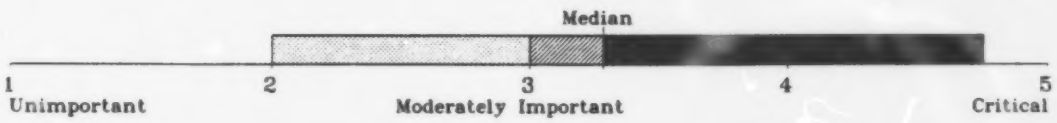
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 192

IMPORTANCE OF - DRUG ABUSE IN MY NEIGHBOURHOOD



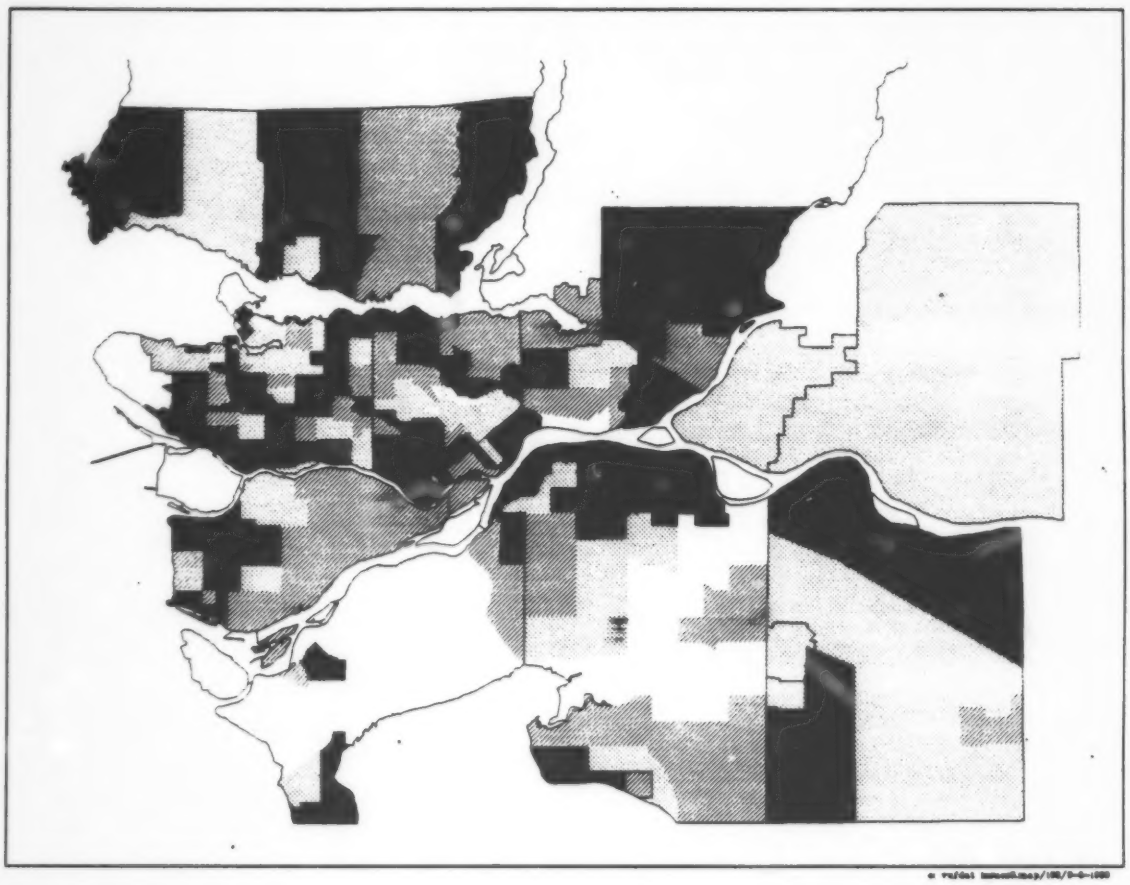
Quartile	Area Mean Score
first	2.000 - 3.000
second	3.001 - 3.286
third	3.287 - 3.714
fourth	3.715 - 4.750



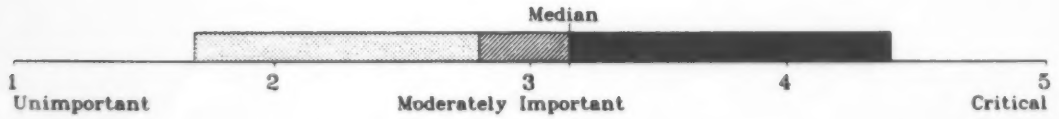
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 193

IMPORTANCE OF - OVERSEAS IMMIGRATION



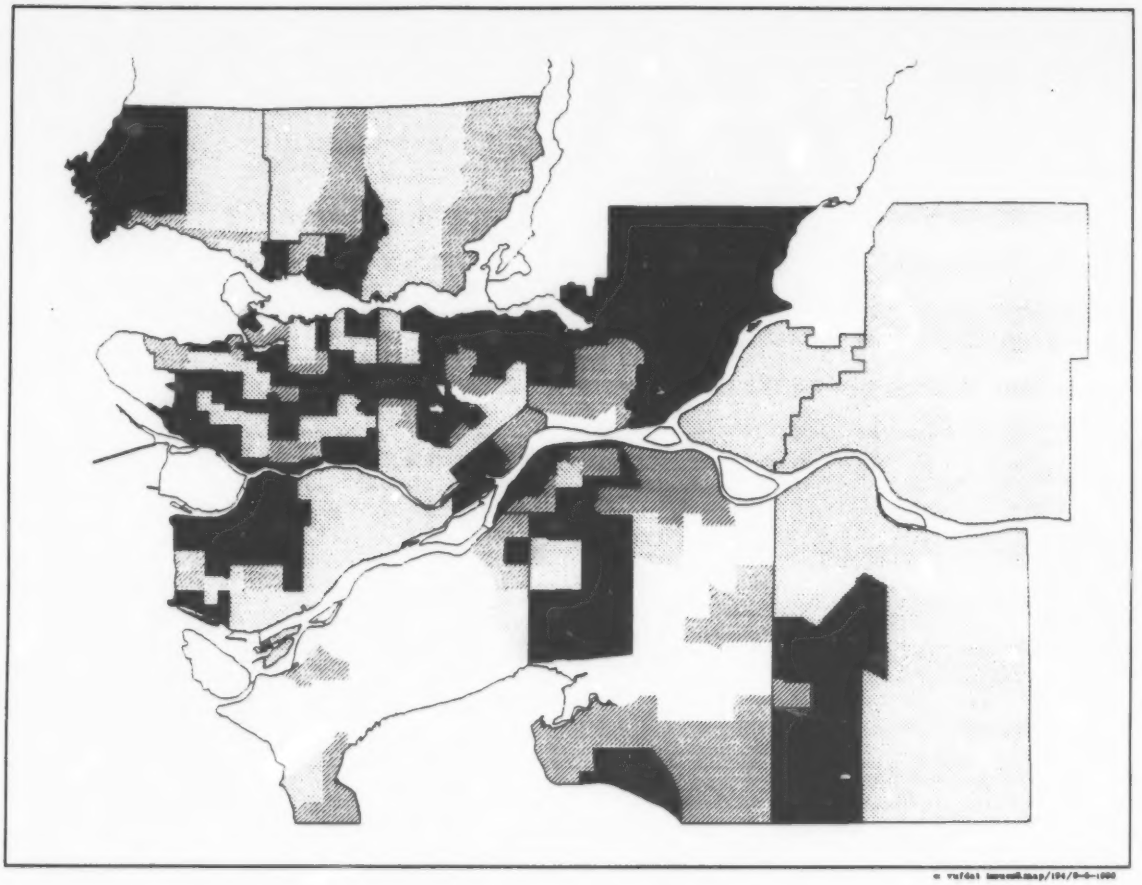
Quartile	Area Mean Score
first	1.690 - 2.800
second	2.801 - 3.154
third	3.155 - 3.444
fourth	3.445 - 4.400



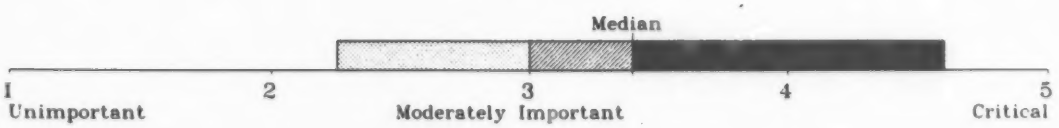
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 194

IMPORTANCE OF - DAYCARE



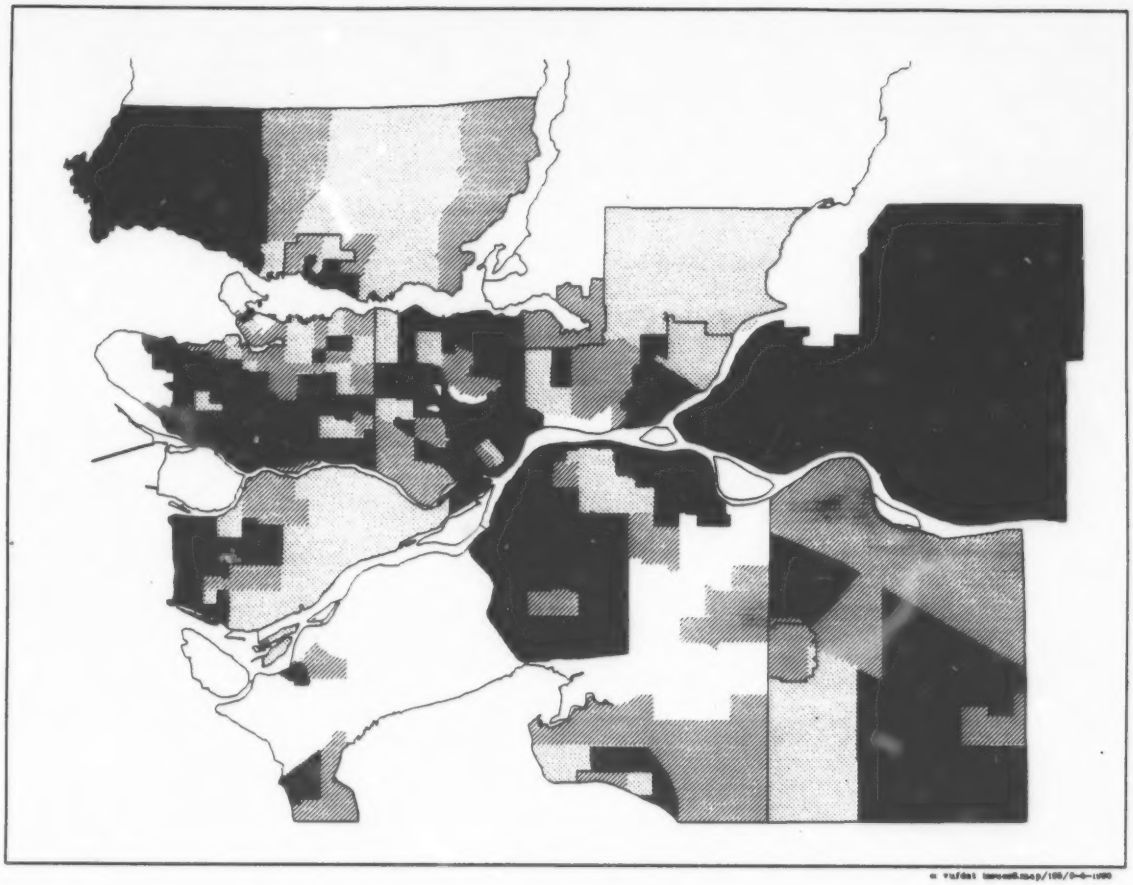
Quartile	Area Mean Score
first	2.250 - 3.000
second	3.001 - 3.400
third	3.401 - 3.750
fourth	3.751 - 4.600



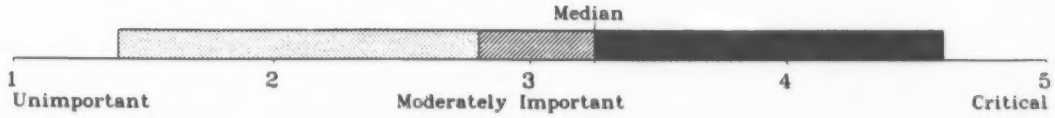
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 195

IMPORTANCE OF - LARGE OR MONSTER HOUSES



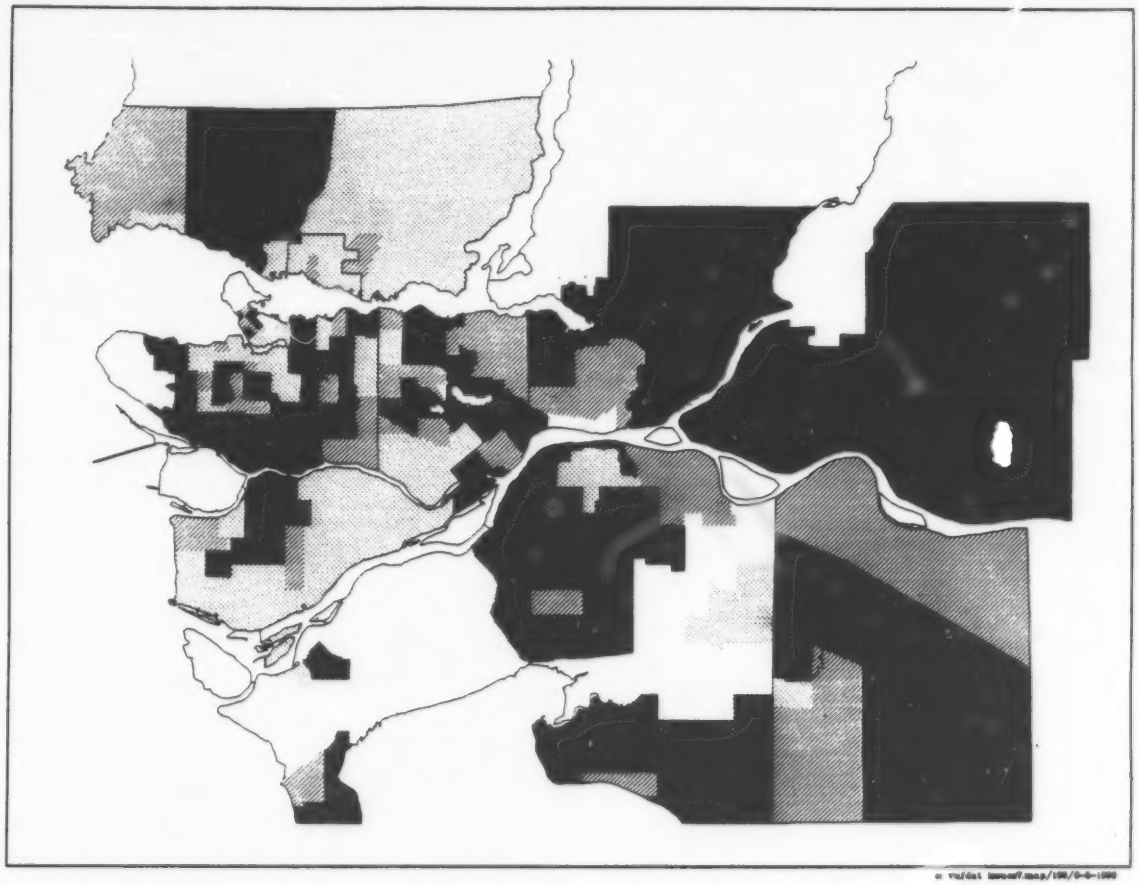
Quartile	Area Mean Score
first	1.400 - 2.800
second	2.801 - 3.250
third	3.251 - 3.667
fourth	3.668 - 4.600



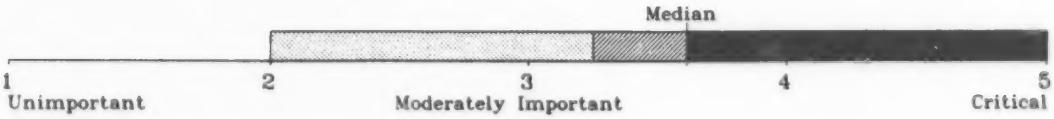
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 196

IMPORTANCE OF - RISING PROPERTY TAXES



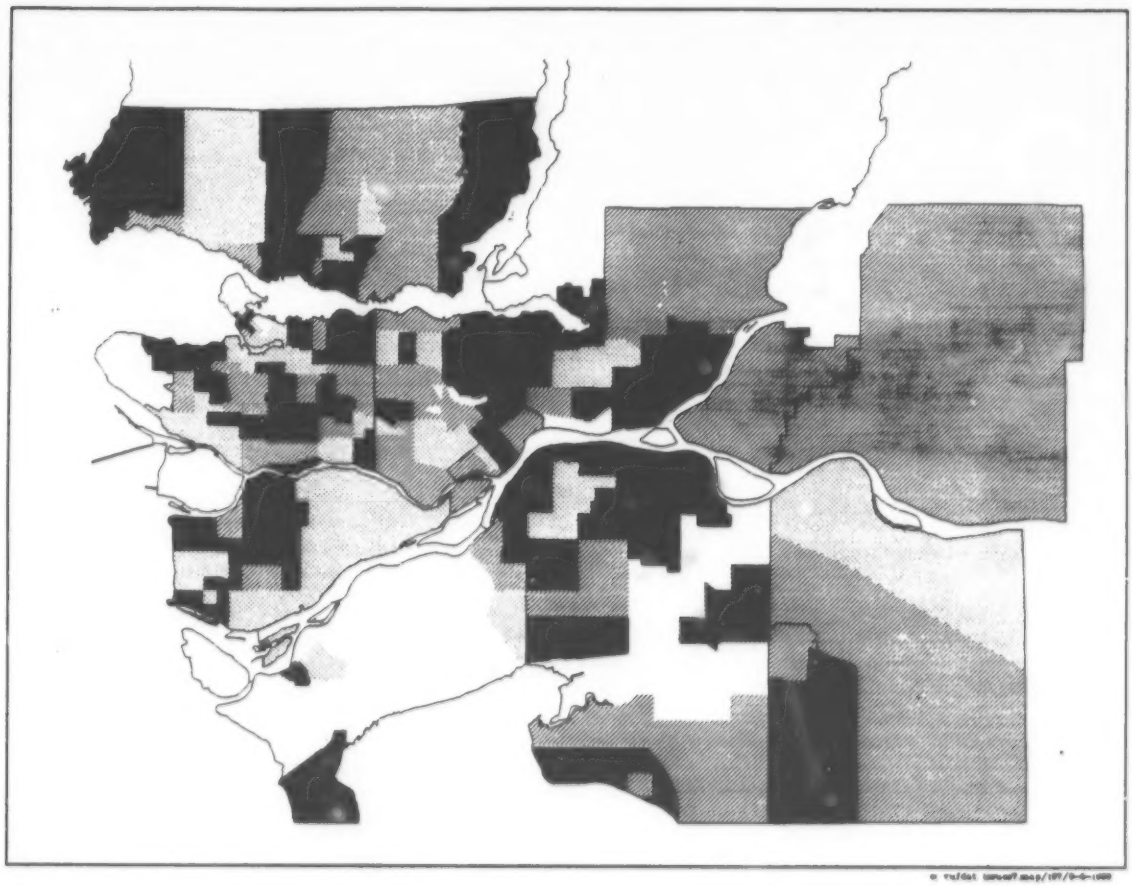
Quartile	Area Mean Score
first	2.000 - 3.250
second	3.251 - 3.615
third	3.616 - 3.889
fourth	3.890 - 5.000



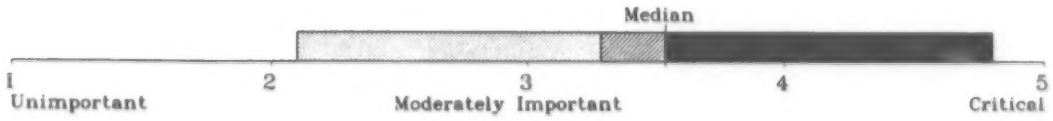
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 197

IMPORTANCE OF - MANAGING THE REGIONS POPULATION GROWTH



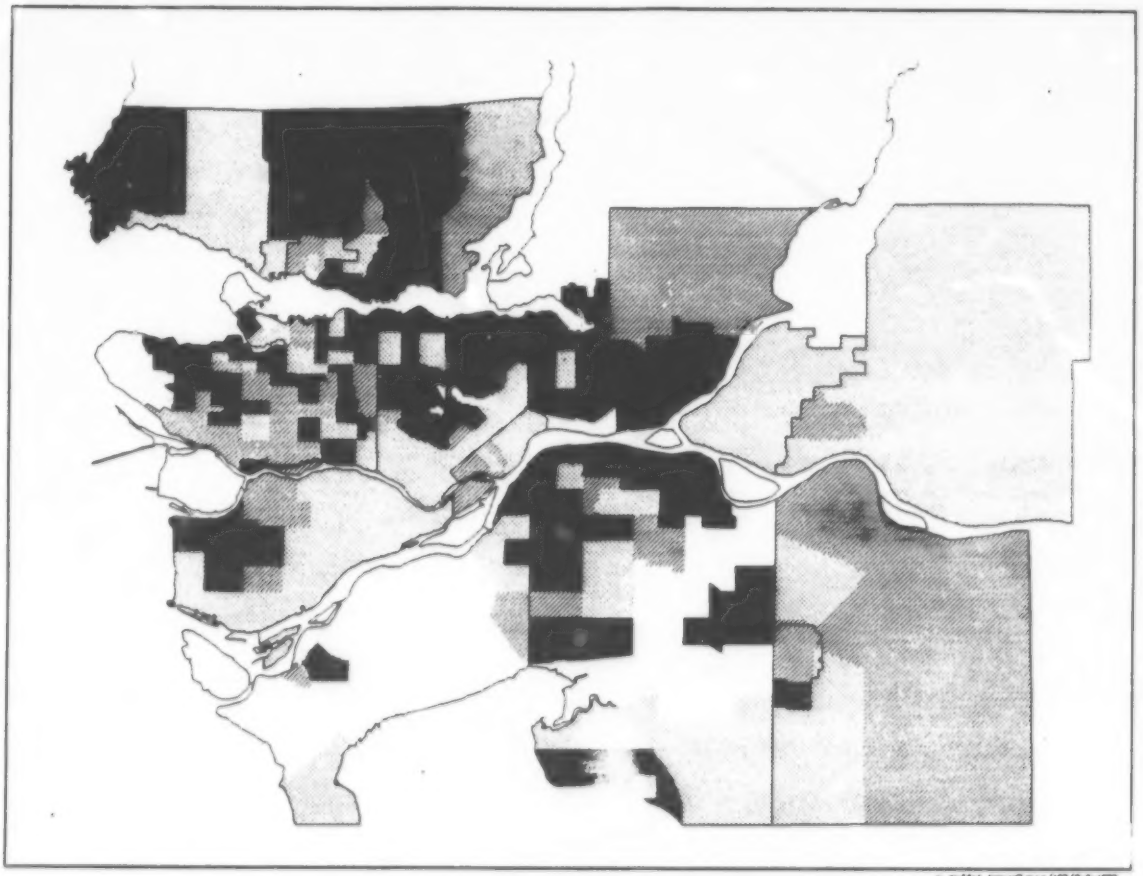
Quartile	Area Mean Score
first	2.100 - 3.286
second	3.287 - 3.538
third	3.539 - 3.800
fourth	3.801 - 4.800



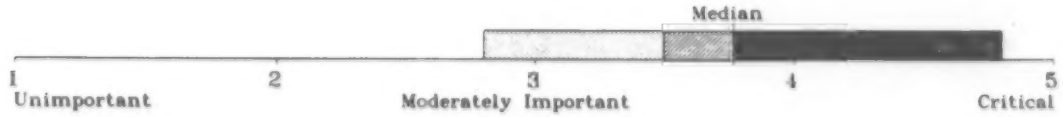
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 198

IMPORTANCE OF - HOUSING FOR THE ELDERLY WHERE THEY DESIRE



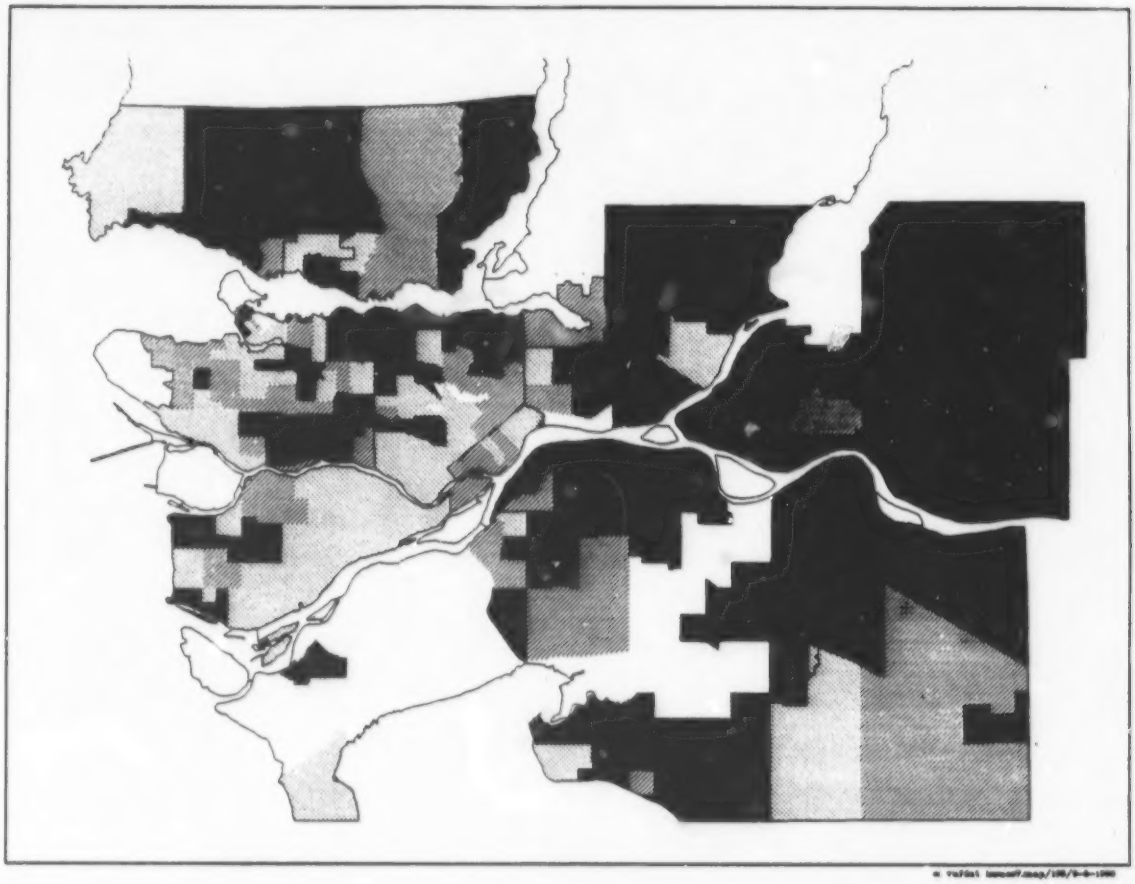
Quartile	Area Mean Score
first	2.800 - 3.500
second	3.501 - 3.769
third	3.770 - 4.000
fourth	4.001 - 4.800



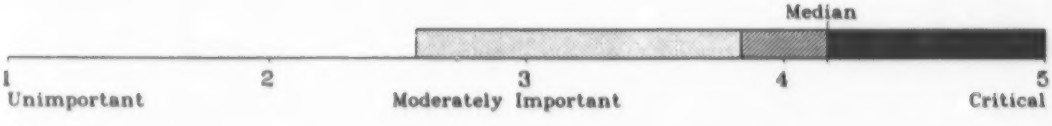
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 199

IMPORTANCE OF - AFFORDABLE HOUSING FOR FIRST-TIME BUYERS



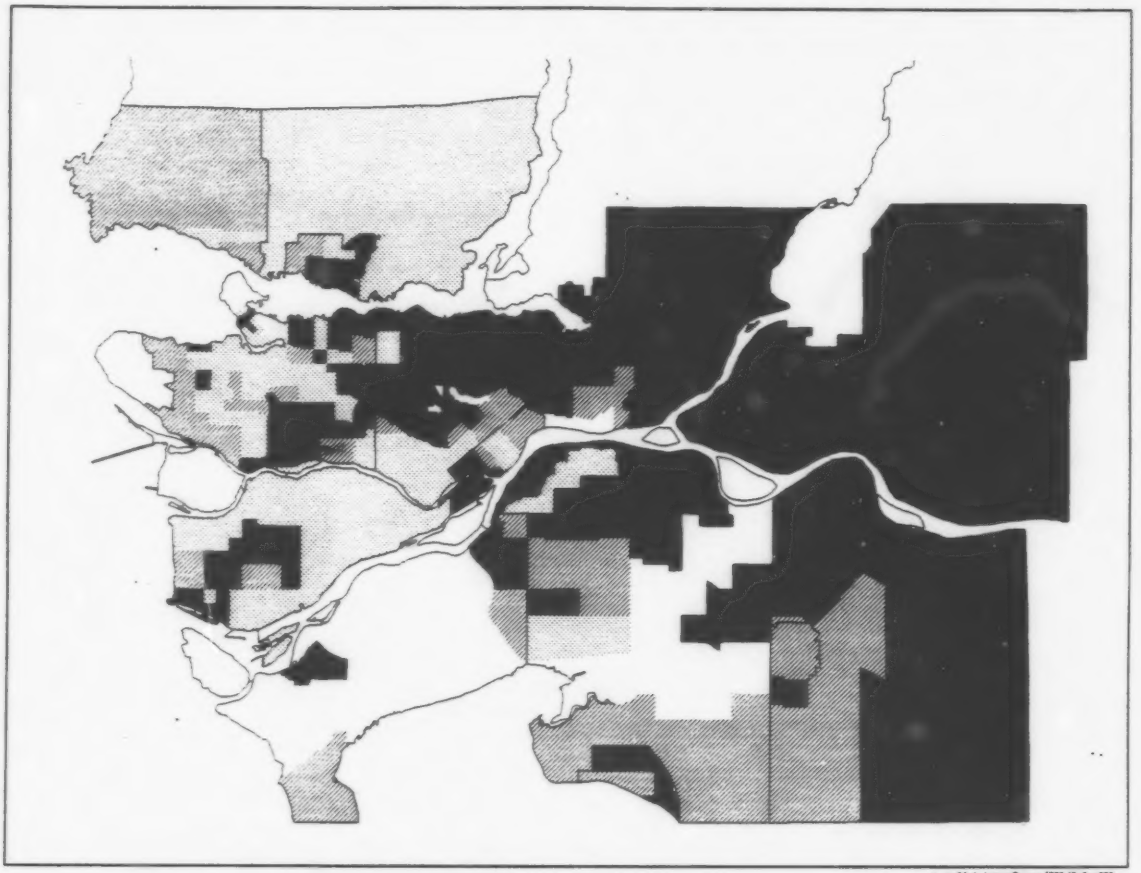
Quartile	Area Mean Score
first	2.570 - 3.833
second	3.834 - 4.167
third	4.168 - 4.400
fourth	4.401 - 5.000



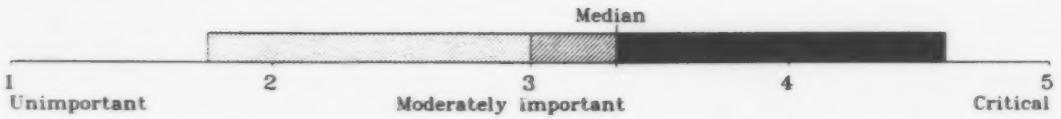
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 200

IMPORTANCE OF - IMPROVED HIGHWAYS BETWEEN THE SUBURBS



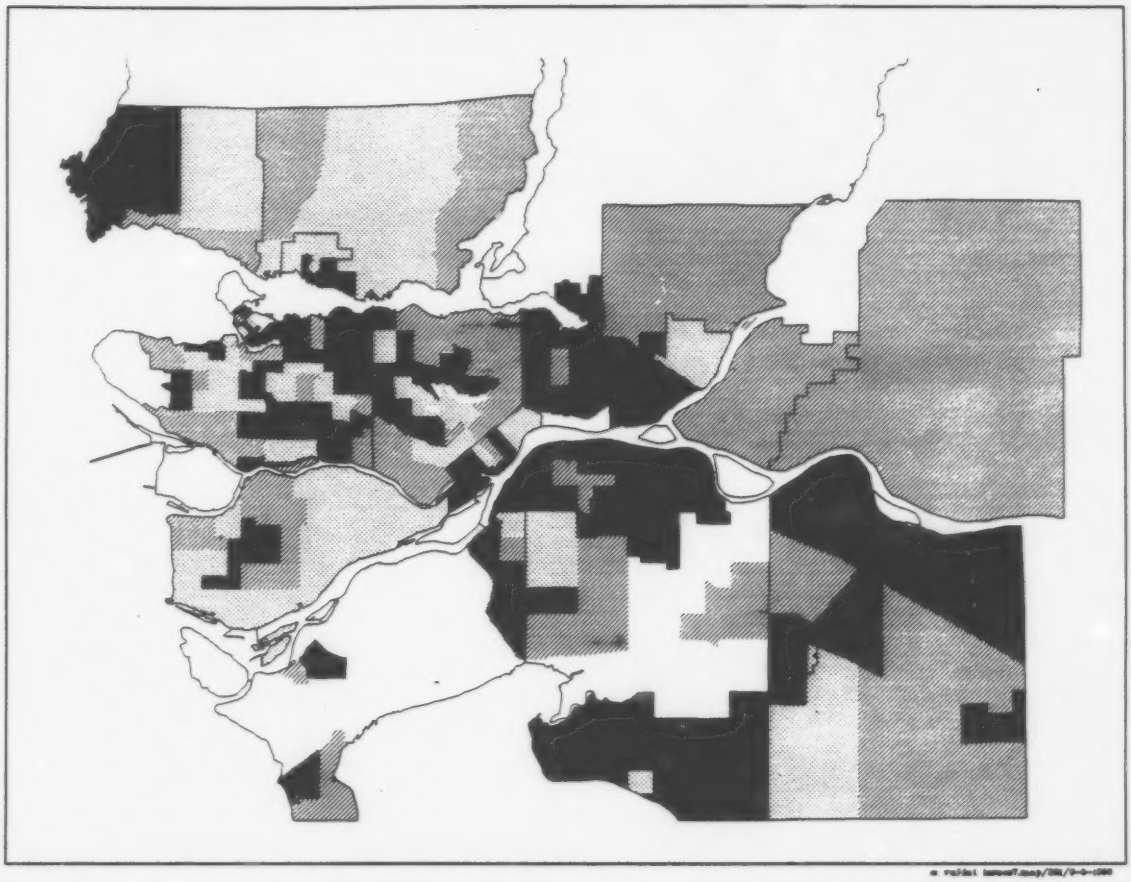
Quartile	Area Mean Score
first	1.750 - 3.000
second	3.001 - 3.333
third	3.334 - 3.714
fourth	3.715 - 4.600



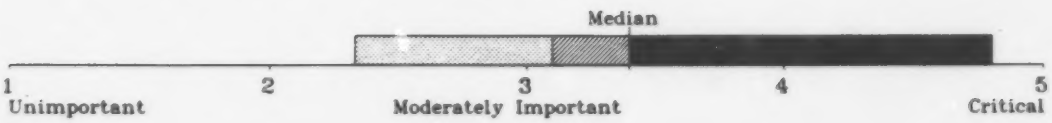
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 201

IMPORTANCE OF - CHANNELLING GROWTH AWAY FROM DOWNTOWN VANCOUVER



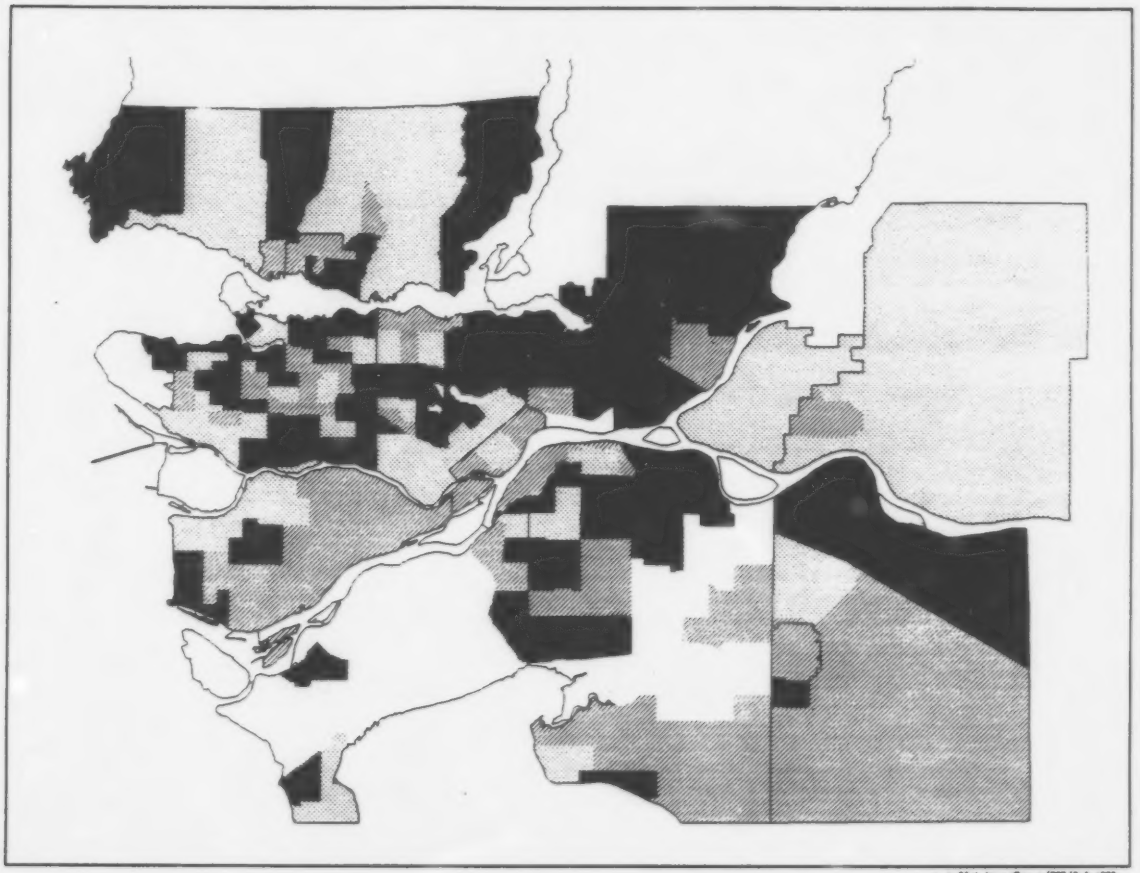
Quartile	Area Mean Score
first	2.330 - 3.100
second	3.101 - 3.400
third	3.401 - 3.667
fourth	3.668 - 4.800



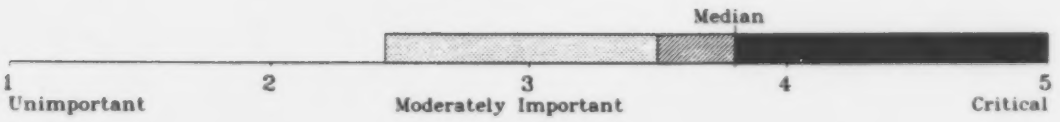
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 202

IMPORTANCE OF - MORE EFFICIENT USE OF PRESENT TRANSPORTATION



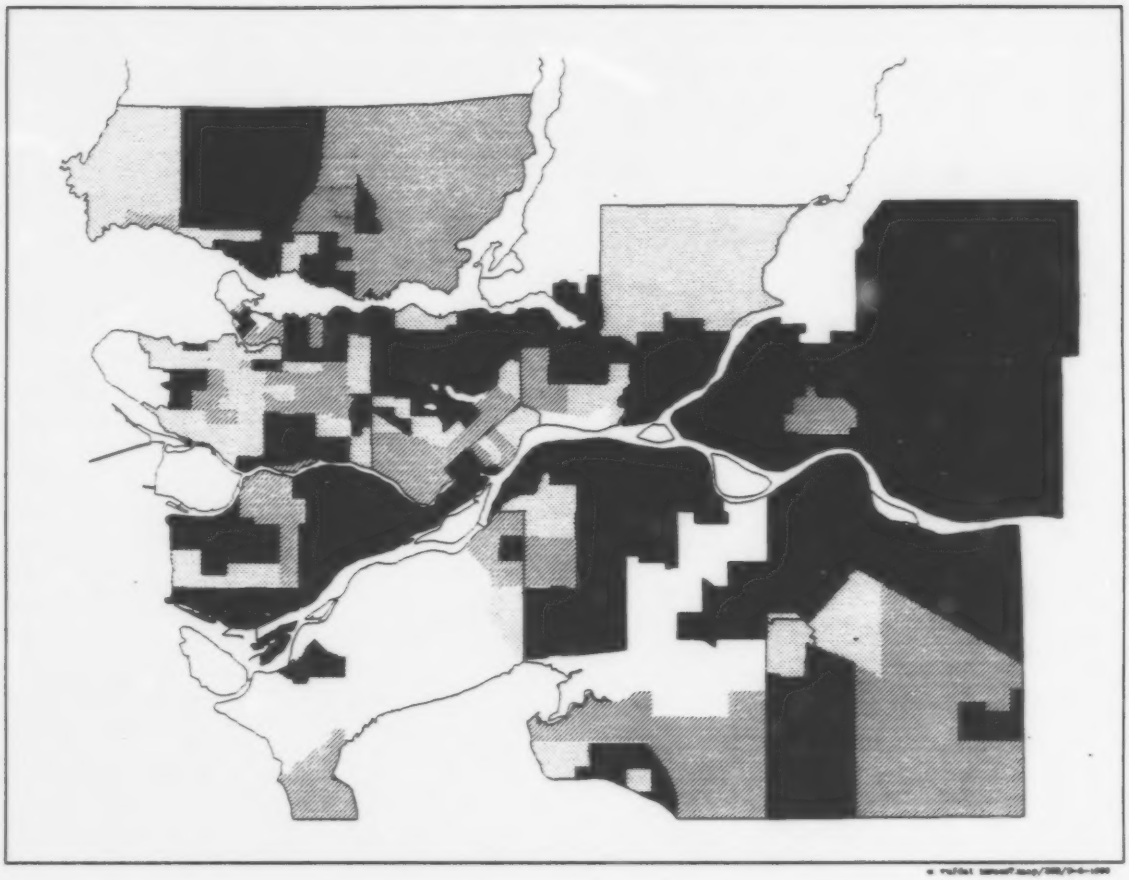
Quartile	Area Mean Score
first	2.440 - 3.500
second	3.501 - 3.800
third	3.801 - 4.125
fourth	4.126 - 5.000



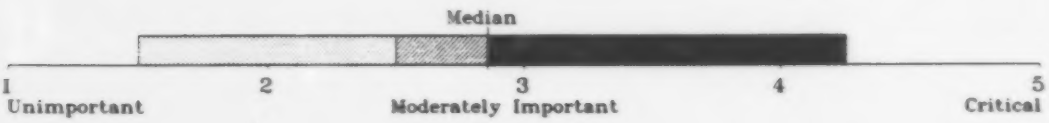
Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.

Greater Vancouver Urban Futures Survey 1990 - QUESTION 203

IMPORTANCE OF - CHANGING THE STRUCTURE OF LOCAL GOVERNMENT



Quartile	Area Mean Score
first	1.500 - 2.500
second	2.501 - 2.857
third	2.858 - 3.250
fourth	3.251 - 4.250



Note: Respondents answered this question using a five point scale of importance:
1 - Not Important 2 - Slightly 3 - Moderately 4 - Very Important 5 - Critical
Area mean scores are averages of these responses.
Darker shading signifies greater importance.